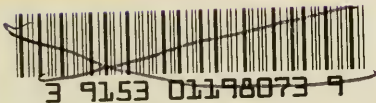





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1910

58TH ANNUAL REPORT

OF THE

RAILROAD COMMISSIONERS

TO WHICH ARE ADDED

STATISTICAL TABLES

COMPILED FROM THE

Annual Reports of the Steam Railroad Companies of
the State for the year ended June 30, and
of the Street Railway Companies
for the same period

PRINTED BY ORDER OF THE LEGISLATURE

HARTFORD
PUBLISHED BY THE STATE
1910

PUBLICATION
APPROVED BY
THE BOARD OF CONTROL

11750.

State of Connecticut

REPORT.

To His Excellency FRANK B. WEEKS,

Governor of Connecticut:

The Fifty-eighth Annual Report of the Board of Railroad Commissioners is herewith submitted, containing the reports of the operations of the steam railroad and street railway companies for the year ending June 30, 1910, with statistical tables compiled therefrom and a condensed statement of the proceedings of the Board to date of this report. The gross operating revenue of the steam railroads for the year included in this report was \$64,-819,495.12, an increase of \$6,833,953.22 over the revenue of the previous year and exceeding that of any previous year. Of this revenue, \$3,022,720.19 was derived from the operation of the Central New England Railway, \$1,083,759.11 from the New London Northern Railroad, \$60,693,667.55 from the N. Y., N. H. & Hartford Railroad and \$19,348.27 from the South Manchester Railroad, all showing an increase over the revenue of the previous year, except the New London Northern Railroad, which was about \$6,400 less. The amount of this revenue derived from the passenger service was \$25,422,102.49, being \$2,027,930.38 more than the previous year, and the number of passengers carried 84,519,264 compared with 77,564,350 for the previous year. The amount of revenue received for the transportation of freight was \$33,463,-648.40, \$3,999,245.34 more than last year, and the number of tons of freight carried was 29,085,934, an increase of 3,511,846 tons over the tonnage of the previous year.

One important improvement accomplished during the past year, involving a large expenditure and adding materially to the public safety of the operation of the roads is the elimination of forty-two grade crossings, according to a recent revision of the entire number of crossings in the State. Another improvement, elsewhere referred to, is the double tracking of the Berkshire line between Hawleyville and Botsford, which involves the straightening

of the line and the elimination of all the grade crossings, some seventeen in number, between the points named. The double tracking also extends over the Botsford branch to Shelton, on which there are no grade crossings, as it was built after the passage of the law prohibiting the construction of a railroad at grade over a highway. The double tracking of the New England road from Waterbury to Bristol, in progress for several years, is now nearing completion, involving the elimination of all the grade crossings between those places, the straightening of the line, the construction of a tunnel 3,500 feet long, and forming a continuous double track line between Waterbury and Hartford. The iron bridge on the Air Line branch over the Connecticut River at Middletown, which was too light for present traffic requirements, is being replaced by a heavy steel structure equal to the demands of the heavy equipment and traffic. Other minor improvements in the physical condition of the railroad property are noted under the heading "Condition of the roads," commencing on page 25.

PROCEEDINGS OF THE BOARD REFERRING TO STEAM
RAILROADS.

ELIMINATION OF GRADE CROSSINGS.

TOWN OF BROOKFIELD.

On February 9, 1910, the New York, New Haven & Hartford Railroad Company presented a petition asking that we approve of a change in the location of a portion of its line of railroad known as its Western Division, north of Brookfield Junction station; also to approve plans presented "for the elimination of the crossing at grade of said line of railroad by the highway leading to Danbury from Brookfield Center, being the crossing just northerly of said Brookfield Junction station, by discontinuing and closing the present highway within the limits of the railroad location and constructing a new highway substantially one hundred feet northerly of the existing grade crossing, from an intersection on the westerly side of the railroad location with the highway leading to New Milford, carrying said highway easterly under the tracks and railroad location, with a width of thirty feet, constructing over said highway a railroad bridge having a clear head room of thirteen feet and a clear space between the abutments of said railroad bridge of thirty feet, and constructing said highway on the easterly side of the railroad location in two branches, one connecting with the highway to Brookfield Junction and the other with the highway leading to Brookfield Center, reconstructing the highway from Brookfield Junction to Brookfield Center in the locality so as to form a proper connection with said branches of said new highway."

This petition was heard on February 16, 1910, at which time said railroad company, the town, and certain property holders affected by said changes, appeared and were heard, and said hearing was continued until the 25th day of February, when said railroad company and said selectmen again appeared and were fully and finally heard.

On February 28, 1910, we issued our finding approving of the change in line of the railroad and of the plans presented for the elimination of the crossings referred to, and ordered and directed

that the cost of the proposed alterations and changes and elimination of grade crossings, including the purchase of the lands necessary therefor, be at the entire expense of the railroad company.

Said petition also proposed to alter the location of the line of said railroad northerly of Brookfield Junction station so as to change the radius of its curves, the width of its layout, the extent of its depot grounds, its slopes and embankments, to straighten and improve its lines and to add to the number of its main tracks.

The highway leading from Brookfield Center to New Fairfield is to be carried over the tracks and location of the new line of railroad constructing over the railroad a highway bridge having a width of twenty feet and a clear headroom of eighteen feet.

The highway next northerly of the highway leading from Brookfield Center to New Fairfield is to be discontinued and closed within the limits of the railroad location, constructing southerly from said highway a new highway on the easterly side of the railroad location connecting with the highway leading from Brookfield Center to New Fairfield.

All the work incident to these changes to be done by the railroad at its own expense.

TOWN OF COLUMBIA.

Safford's Crossing.

The New York, New Haven & Hartford Railroad Company on the 12th day of March, 1910, brought a petition for the elimination of a grade crossing on the New England Railroad about two miles westerly of Willimantic, known as Safford's Crossing, in the town of Columbia, by constructing a new section of highway about five hundred feet in length northerly of the existing highway, and connecting with the existing highway on the northerly side of the railroad location at or near the easterly bank of the Columbia River, and connecting with a highway leading from Willimantic to Columbia on the southerly side of the railroad location nearly opposite the present railroad crossing, carrying said highway over the tracks and location of the railroad and constructing over said railroad a highway bridge with a clear headroom of eighteen and one-fourth feet and a width of twenty feet.

After various hearings, on May 18, 1910, we issued an order directing said company to make such of the aforesaid changes as lie southerly of the Hop River bridge, at its own expense, the towns of Columbia and South Coventry agreeing to raise the bridge over the Hop River to an elevation corresponding to the change in grade of the highway herein ordered.

TOWN OF SIMSBURY.

The New York, New Haven & Hartford Railroad Company presented a petition for the elimination of three grade crossings on the line of the New Haven & Northampton Company in the Town of Simsbury near the Weatogue Station, which was heard at various times and decided on April 9, 1910, directing said railroad to construct a new highway on the southeasterly side of said railroad and carrying said highway over the tracks of said railroad on a bridge with a span of forty-three feet between abutments and eighteen feet in the clear above the roadbed of said tracks, and upon the completion of said bridge and said new highway and the connection ordered between the Simsbury and Avon road and the road to Canton, as directed in said order, the existing grade crossings of the Weatogue and Avon road at Weatogue Station and of the Canton road were each to be discontinued and closed on the line of the Company's right of way, the expense of the changes ordered to be borne by the railroad company.

TOWN OF GRISWOLD.

Upon the 15th day of April, 1910, the New York, New Haven & Hartford Railroad Company brought a petition for the elimination of two highway crossings at grade, on the Norwich & Worcester Branch, in the Town of Griswold, three-fourths of a mile north of Jewett City by discontinuing and closing within the limits of the railroad location the highway leading from Jewett City to Plainville and constructing a new highway twenty-five feet in width on the easterly side of the existing highway about nine hundred feet in length connecting with the existing highways on either side of the railroad location carrying said new highway over the railroad location and tracks by a highway bridge twenty feet in width with a clear headroom of twenty-two feet.

On May 6, 1910, we issued an order directing the aforesaid change to be made at the sole expense of the railroad company.

TOWN OF NEWTOWN.

Hawley, Houlihan, Crossing West of Tunnel and Brennan's Crossing.

On the 21st day of April, 1910, the New York, New Haven & Hartford Railroad Company brought its petition asking for certain changes in the line of the New England Railroad Company extending easterly from the Hawleyville Station in the Town of Newtown to the tunnel, so-called, which changes involved the

elimination of four grade crossings of said line in said Town of Newtown known as Hawleys Crossing, Houlihans Crossing, Crossing west of tunnel and Brenans Crossing. Also to alter the location of said line of railroad between the points heretofore named so as to change the radius of its curves, the width of its layout, the extent of its depot grounds, slopes and embankments and to straighten and improve its lines and add to the number of its main tracks, as more particularly described in said application.

It was also proposed to alter the location of the line of the Housatonic Railroad Company, formerly so-called but now known as the Berkshire Branch, between Hawleyville and Botsford Station so as to change the radius of its curves, the width of its layout, the extent of its depot grounds, slopes and embankments, and to straighten and improve its lines and add to the number of its main tracks, to wit: to construct a double track between the points above mentioned and to eliminate all the existing grade crossings between Hawleyville and Botsford Station in said Town of Newtown.

On the 28th day of May, 1910, we issued an order authorizing in detail the foregoing changes in the lines of said railroad and the elimination of the grade crossings on the lines so changed, and approving the taking of such lands as were found necessary for said changes and alterations, at the sole expense of said railroad company.

TOWN OF NEWTOWN.

The New York, New Haven & Hartford Railroad Company brought a petition for elimination of a grade crossing located about one hundred feet westerly of the North Newtown Station on the line of the New England Railroad by discontinuing and closing the portion of the existing highway lying within the limits of the railroad location, and constructing a new highway westerly of the existing highway about eight hundred feet in length and twenty-five feet in width connecting at each end with the existing highway and carrying said new highway under the railroad location and tracks through a bridge with a clear headroom of thirteen feet and a width of twenty-five feet between the abutments.

After various hearings, on May 6, 1910, an order was issued by us directing the foregoing changes to be made at the sole expense of the railroad company, with an amendment on May 12, 1910, specifying more particularly the grades of the new highway to be constructed.

BRANFORD STEAM RAILROAD.

PETITION FOR ELIMINATION OF CROSSING IN NORTH BRANFORD.

On May 12, 1910, the Selectmen of the Town of North Branford presented to us the following petition; viz.:

"Your petitioners are Selectmen of the Town of North Branford. The Branford Steam Railroad Company purporting to act under the authority of a resolution amending the charter of the Damascus Railroad Company, passed by the General Assembly of the State of Connecticut, on July 16, 1907, the objections of the Governor notwithstanding, has located its railroad across the main highway in the Town of North Branford, at grade. In view of the fact that the local authorities of North Branford have already approved the location of the Shore Line Electric Railway Company in said highway, and in view of the fact that said highway is used by automobiles and horse drawn vehicles to a great extent, we are of the opinion that public safety requires an alteration of such grade crossing of the Branford Steam Railroad Company and respectfully request a hearing by your Honorable Body in accordance with the provision of Section 4 of said amendment of the charter of the Damascus Railroad Company and the passage of an order that said railroad shall be carried over or under said highway."

Respectfully submitted,

CHARLES F. HOLABIRD, SAMUEL D. MALTBY, W. T. WILLIAMS,	}	<i>Selectmen.</i>
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The foregoing petition was heard by the Commissioners on May 18, 1910, and was continued from time to time until June 20, 1910, and on June 30, 1910, we issued the following finding:

"This petition is brought under Section 4 of the amendment to the charter granted to the Damascus Railroad Company by the General Assembly in 1907, which section reads as follows: 'in the event that the railroad commissioners shall determine, at any time, after hearing, that public safety requires an alteration in any grade crossing and shall order said railroad to be carried over or under any highway, the entire expense of such alteration shall be borne by said railroad company.'"

"For reasons more fully given in the approval of the location of the Branford Steam Railroad Company (See page 14) we believe that this petition cannot properly be brought by the petitioner at this time (as neither the Branford Steam Railroad Company nor

the Shore Line Electric Railroad Company are yet built and in operation on said highway). We cannot, therefore, accede to the mandate of the General Assembly specifically authorizing the constructing of the steam railroad at grade at this point without at the same time dismissing this application."

TOWN OF WINDSOR.

Kennedy Crossing.

The New York, New Haven & Hartford Railroad Company presented a petition dated May 26, 1910, asking for the elimination of a grade crossing known as Kennedy road about one mile north of the Windsor Station, by carrying the existing highway over the location and tracks of the railroad, constructing over the railroad a highway bridge having a clear headroom of eighteen feet and a width of twenty feet as more particularly shown on plans presented at said hearing, which was held on June 13, 1910.

On July 1, 1910, we issued an order directing said company to make the alterations and changes described in said petition and approved the taking of such land as was found necessary for the elimination and change of said grade crossing, the whole to be done at the expense of said railroad company.

TOWN OF NEWTOWN.

On the 22d day of July, 1910, the New York, New Haven & Hartford Railroad Company presented a petition to this Board asking for the annulment of the order issued by us on February 1, 1893, concerning changes to be made in two highways in the Town of Newtown crossing the tracks of the Housatonic Railroad Company and the New York & New England Railroad Company easterly of Hawleyville Station.

The petition was heard by us on July 27, 1910, when after hearing all the parties, we ordered the finding of this Board, dated February 1, 1893, to be annulled as said orders have been superseded by subsequent orders of this Board concerning the same crossings.

TOWN OF NORTH WINDHAM.

Camp Station.

The New York, New Haven & Hartford Railroad Company brought its petition dated July 30, 1910, asking for the modification of an order dated June 24, 1909, requiring the construction of a new highway passing under the tracks of the Providence Branch

of the New York, New Haven & Hartford Railroad Company and the New London Northern Railroad Company, and specifying the grades of said highway, which petition was heard by us on August 5, 1910, when it appeared that the grades of the approaches of said highway had been reduced and we issued our approval of said modification and change.

PROTECTION AT CROSSINGS.

TOWN OF HAMDEN.

The Selectmen of the Town of Hamden presented to us their request in writing on April 13, 1910, for protection at certain grade crossings of the Northampton Branch railroad tracks at Morse, Dudley, Allen, and Goodrich Streets in said Town, which was heard by us on May 2, 1910, and on May 12, 1910, we issued an order directing said company within thirty days from the date of the order, to station a flagman daily, Sundays excepted, at the Goodrich and Morse Street crossings to give warning to the public using said streets of the approach of all engines, cars or trains, between the hours of 6:30 A. M. and 7:40 P. M. We were of the opinion that the condition of public travel at Dudley and Allen Streets was such as not to require at that time additional protection. We therefore dismissed that part of the complaint.

TOWN OF BERLIN.

The Board of Selectmen of the Town of Berlin presented their request dated the 26th day of October, 1910, asking for the protection of a highway crossing the Middletown Branch of the New York, New Haven & Hartford Railroad Company at grade about a mile and one-half north of Berlin Street, so-called. The request was heard on November 2, 1910, and on November 7, 1910, we issued an order stating that the evidence presented and the record of accidents appeared to establish the dangerous character of the crossing, and found that the fact that the motive power used in the operation of the passenger trains on said railroad while changed from steam to electricity, did not, in our opinion, relieve the company from its obligation to properly safeguard said crossing or relieve it from the provisions of Section 3888 of the General Statutes.

We therefore ordered said Company within thirty days from date of said finding to keep a flagman, daily, at said crossings, to warn those using said highway of the approach of all engines, cars or

trains from seven o'clock A. M. to 7 o'clock P. M., and to erect at said crossing a conspicuous sign stating the hours during which said flagman shall be on duty.

SIDETRACKS ACROSS HIGHWAYS.

CITY OF WATERBURY.

On December 15, 1909, a certified copy of a resolution passed by the Board of Selectmen of the City of Waterbury authorizing the occupancy of Railroad Hill Street in said City by a side track leading from the tracks of the New York, New Haven & Hartford Railroad Company to the Eagle Brewing Company of said City, said track to be used for switching purposes only, was presented with the request that authority be granted by this Board for the laying of such a track across said highway in accordance with Section 3892 of the General Statutes.

On December 17th we authorized the construction of said track, subject to the conditions imposed upon said Brewing Company by the City of Waterbury, and ordered and directed that the speed of all engines, cars or trains while passing over said highway be reduced to a speed not exceeding three miles per hour, and that when said highway was being so used a flagman be stationed at the same to give warning of the approach of all engines, cars or trains.

TOWN OF NEW HARTFORD.

The Selectmen of the Town of New Hartford presented their petition on April 12, 1910, asking permission for the New York, New Haven & Hartford Railroad Company to lay a spur track across a certain road in said Town into the premises of H. P. Fiske, which petition was heard by us on April 27, 1910, and on May 2, 1910, we issued an order authorizing the construction, maintenance and operation of a sidetrack, to be used for switching purposes only, upon and across the highway in said Town known as the Old Mountain road, said sidetrack leading to the land of H. P. Fiske.

We also ordered that the speed of all engines, cars or trains while crossing the said highway should not exceed six miles per hour and that a flagman be stationed at said crossing to give warning of the approach of all engines, cars or trains.

CITY OF WATERBURY.

The Mayor of the City of Waterbury presented a petition dated July 18, 1910, asking to construct and maintain a sidetrack for

switching purposes across Hamilton Avenue at grade, to the premises of the Scoville Manufacturing Company of said Waterbury.

The petition was heard by us on August 5, 1910, and on August 23, 1910, having visited the location of the proposed sidetrack and examined the premises, we authorized the New York, New Haven & Hartford Railroad Company to construct, maintain and operate a sidetrack for switching purposes only, at grade, across Hamilton Avenue (formerly Dublin Street) in the City of Waterbury, in accordance with a plan on file in this office and prescribing that the speed of all engines, cars or trains passing over said highway should not exceed six miles per hour and that a flagman be maintained at said crossing while being used as aforesaid.

CHANGE OF LOCATION.

TOWNS OF NEWTOWN, MONROE, AND HUNTINGTON.

The petition of the New York, New Haven & Hartford Railroad Company presented under date of July 27, 1910, represents that it owns and operates an established line of railroad known as the Huntington Branch of the New Haven & Derby extension and the Newtown Branch of the Housatonic Railroad Company, and through the Towns of Newtown, Monroe and Huntington, in the County of Fairfield and State of Connecticut, which line is generally known as the Botsford Branch extending from Shelton to Botsford Station. The petition asks to alter the location of said line of railroad so as to change the radius of its curves, the width of its layout, the extent of its depot grounds, slopes and embankments, to straighten and improve its lines, and to add to the number of its main tracks so as to constitute a double track railroad from a point in the Town of Newtown just easterly of the Botsford Station to a point in the Town of Huntington six hundred and twenty-five feet westerly of the Shelton Station.

Said petition was heard on August 5, 1910, and on August 24, 1910, we issued an order authorizing the proposed changes and approving the taking of such land as was found necessary therefor.

ABANDONMENT OF STATION.

TOWN OF PLYMOUTH.

The New York, New Haven & Hartford Railroad Company presented a petition dated May 24, 1910, asking to abandon the Terryville Station on the railroad of the New England Railroad

Company in the Town of Plymouth, and to provide and establish a new station on the new line of said railroad near the division line between the Town of Bristol and Plymouth on the northerly side of said new line of railroad.

The petition was heard by us on June 27, 1910, when said company appeared and agreed to continue the then present freight facilities at the Terryville Station by making a connection between the present line and the new line near the proposed new station and to continue the freight station, yards and tracks, in connection therewith, and upon such an agreement it was ordered that when such new passenger station had been constructed and opened for the use of the public, said company might abandon the use of the old station for passenger service but should retain its use for freight purposes, to be reached from the new line of said railroad by a siding, as designated upon a plan submitted.

REMOVAL OF PASSENGER STATION.

TOWN OF MANCHESTER.

The South Manchester Railroad Company presented its petition dated September 16, 1910, asking for the removal of its passenger station located on Elm Street, at South Manchester, on the line of said South Manchester Railroad, to a point just above Forest Street, on the westerly line of said tracks, about one thousand feet north.

Said petition was heard by us October 19, 1910, and on October 22d, there being no opposition to the abandonment of said station as proposed, and we being of the opinion that said change of location would be a desirable one in the interest of public safety, and finding that the proper and convenient operation of the railroad would be best served by the removal of the station of said company as proposed, we granted said petition.

BRANFORD STEAM RAILROAD.

APPROVAL OF LOCATION.

On March 21, 1910, the Branford Steam Railroad Company presented its petition asking for the approval of its location in the Towns of Branford and North Branford, describing its location in detail through each of said towns, which application was heard by us on March 28, 1910, after due notice to the petitioner, the municipalities in which said highways are located and to the

parties interested in the land proposed to be taken, which hearing was continued from time to time until June 30, 1910, when we made the following finding:

"There was a deliberate mandate of the General Assembly nullifying the grade crossing law in this instance, and we find we have no discretion in the matter and do therefore approve in writing of the location of the Branford Steam Railroad as specifically stated in its petition except that where the said railroad crosses the highway leading from Branford to Guilford between Stations 10×20 and 10×84 we order and direct that the highway passing under said railroad shall have a clearance of thirty feet between bridge abutments and a clearance of at least fourteen feet between the surface of the highway and the bottom of the girders of the bridge."

CONDEMNATION OF LAND IN THE TOWN OF MILFORD.

On April 25, 1910, the New York, New Haven & Hartford Railroad Company presented to us its petition asking for the approval of the location of the "Y" track connecting the Naugatuck tracks with the main line of the New York, New Haven & Hartford Railroad Company at Naugatuck Junction, in the Town of Milford, and to approve the taking of necessary land therefor belonging to Joseph T. Beard of said Milford.

The petition was heard on May 18, 1910, after due notice to the petitioner, the Selectmen of the Town of Milford and to Joseph T. Beard of Milford, Connecticut, and on May 19, 1910, we approved the changes and alterations in said highway and tracks, as described in said petition and of the taking of the lands necessary therefor as shown upon a plan presented at said hearing and on file in this office, and provided that all the work incident to the changes proposed should be performed and the land necessary therefor be taken by the said New York, New Haven & Hartford Railroad Company, at its own expense.

CONDEMNATION OF LAND IN THE TOWN OF NEWTOWN.

On September 7, 1910, the New York, New Haven & Hartford Railroad Company presented its petition asking our approval of the changes and alterations in the location of its railroad across the lands of Michael J. Keating and others in said Town of Newtown.

The petition was heard September 13, 1910, and after due notice to the parties in interest, we approved the changes and alterations in the location of said railroad as described in a petition dated April 21, 1910, and found it necessary and therefore approved the taking of the lands set forth in the petition, which lands were shown on plans presented at said hearing and on file in this office.

APPROVAL OF TEMPORARY BRIDGE OVER THE TRACKS OF NAUGATUCK R. R.

TOWN OF MILFORD.

Upon the request of the New York, New Haven & Hartford Railroad Company under date of September 29, 1910, after due hearing, we approved the location of a temporary bridge over the tracks of the Naugatuck railroad near Naugatuck Junction, and determined that the length of the said bridge over the tracks of said railroad just northerly of Naugatuck Junction Station in the Town of Milford, should be forty-three feet, the width twelve feet, the height above the roadbed of said company to be as shown on a blueprint on file in this office and that the necessity for the construction of said bridge was to facilitate the construction of a new bridge recently authorized by this Commission.

IMPROVEMENT OF TRAIN SERVICE ON THE NORWICH & WORCESTER BRANCH BETWEEN PUTNAM AND NORWICH.

The following petition dated January 17, 1910, was presented to us asking for better train service between Norwich, Putnam, Worcester and Boston, or in other words, for an additional train running south from Putnam and arriving in Norwich about four o'clock P. M.:

Said petition was heard by us on February 16, 1910.

"It appeared from the evidence presented that the present passenger service on the steam railroad between Norwich and Worcester, Massachusetts, consists of passenger trains leaving Norwich for Worcester each day at 6:00 A. M., 9:25 A. M., 2:10 P. M., and 4:45 P. M., and leaving Worcester for Norwich at 6:45 A. M., 9:20 A. M., 4:45 P. M., and 8:05 P. M., making four steam trains each way daily. In addition to this steam service, there is an hourly electric service between Worcester and Norwich from 9:15 A. M. and 4:15 P. M., making eight trips each way

daily over the electric line between the two cities, consuming four hours and twenty-eight minutes for each trip; about double the running-time of the steam trains. It thus appears that there are twelve round trips made daily between these two cities by the steam and electric service combined."

"The petitioner asks that a steam train be run from Putnam southerly, in connection with a Boston and New York train, to arrive in Norwich about four o'clock, as there is no steam train arriving from the north between 11:48 A. M. and 7:10 P. M. The electric service for Norwich runs in connection with the train in question, but the petitioners claim it is too slow, requiring about two hours between Putnam and Norwich. The Railroad Company claims that previous to the installation of the electric service such a train as the one desired was run and that the patronage of the train indicated that there was little public need of such a service, as the public failed to use it to any considerable extent, in fact, it was the poorest patronized train on the line, and now after the installation of the electrical service it is still less needed than heretofore, for some of those who formerly patronized the train are now better served by the more frequent electrical service. It is also claimed by the Railroad Company that the volume of travel to the north from Norwich is and always has been exceedingly small, not sufficient to furnish any reasonable return for the service already furnished for such travel by the various steam and electric lines leading toward Putnam and Willimantic, and that the greater bulk of travel to and from Norwich comes and goes over the various lines extending southerly from the city where the service is admitted to be ample."

"It is true that the petitioners presented some individual cases that would be more conveniently served by the train desired than by the present service, but not, in our opinion, to such an extent as to constitute a public need for such service. When it is considered that the present combined steam and electric service between Norwich and Worcester furnishes twelve round trips between those places each day and that an equal amount of service is furnished between Norwich and Willimantic it seems to us that the city is to be congratulated upon its superior facilities for reaching the territory lying to the north of it."

"In view of the foregoing facts, we deem it equitable and do, therefore, decline to grant the petition until greater public need is shown for such additional service."

ACCIDENTS.

The accidents from the operation of steam roads within the State of Connecticut during the past year have been as follows:

	Injured.	Fatal.	Not Fatal.
Passengers,	66	0	66
Employees,	354	24	330
Trespassers,	135	84	51
Others,	45	18	27
Total,	600	126	474

The total casualties shown by the foregoing statement were 600, compared with 617 for the preceding year, 17 less than the number then reported, and the number of fatalities 126, being 19 less than last year.

PASSENGERS.

The number of passengers injured is reported as 66, compared with 52 for the previous year (an increase of 14), of whom none were killed, two less than last year. Nineteen passengers were injured on the New London Northern Railroad, 16 in collisions, two in derailments and one falling from trains, locomotives or cars. Forty-seven were injured on the New York, New Haven & Hartford Railroad, of which number none were killed. Twenty-two were injured in collisions, 12 in jumping on or off trains, locomotives or cars, two in derailments, one in falling from trains, locomotives or cars and ten from other causes not named.

EMPLOYEES.

The total number of employees injured was 354; which is 45 less than last year, and of the total number injured 24 were killed, 26 less than last year. Of the total number injured, 17 are reported as happening on the Central New England Railway, 39 on the New London Northern Railroad, and 274 on the New York, New Haven & Hartford Railroad. On the Central New England Railway one was injured coupling or uncoupling, one in parting of train, one in falling from train, locomotive or car, five from causes not stated. One stationman injured handling traffic, five shopmen handling tools and machinery, one getting on or off locomotives or cars at rest, and one was killed and one injured from other causes not designated, and one trackman was injured handling tools, machinery, etc. On the New London

Northern Railroad five trainmen were injured coupling or uncoupling, four in derailments, one killed and five injured falling from trains, locomotives or cars, six jumping on or off trains and one switchman injured by being struck by train, locomotive or car. Seven stationmen were injured handling traffic, five trackmen injured handling supplies and two other employees injured handling traffic and four handling supplies. On the New York, New Haven & Hartford Railroad 152 trainmen were injured, 11 of whom were killed from the following causes: One killed and 12 injured coupling and uncoupling, 16 injured in collisions, five in derailments, two in parting trains, six in locomotives or cars breaking down, one killed and 27 injured falling from trains, locomotives or cars, one killed and 16 injured jumping on or off trains, locomotives or cars, seven killed and nine injured by being struck by trains, locomotives or cars, six injured by overhead obstructions and one killed and 42 injured by other causes not named. One switchman, one stationman, four trackmen and one other employee were struck by trains and killed. These are the principal casualties resulting from the movement of trains, locomotives or cars. Two were killed and 118 injured from causes other than from the movement of trains, locomotives or cars.

TRESPASSERS.

The number of persons injured, classified as trespassers, was 135; two on the Central New England, none on the New London Northern and 133 on the New York, New Haven & Hartford, 84 of whom were killed—all on the last named road. It will be observed that the fatalities resulting to trespassers upon the track are just double those of all other causes combined.

INJURED AT GRADE CROSSINGS.

Twenty-five persons were injured at highway crossings, ten fatally, three more than last year.

The number of grade crossings in the State is 852.

FINANCIAL STATEMENT OF THE OPERATIONS OF THE STEAM RAILROADS FOR THE YEAR ENDING JUNE 30, 1910.

CAPITAL STOCK.

The total capital stock outstanding of the various companies reporting to us on the date named above was \$162,541,025.00, which

is \$22,140,525.00 in excess of last year; that of the New York, New Haven & Hartford Railroad Company having increased \$22,139,325.00 (which amount is stated as "receipts outstanding for installments paid") and that of the Hartford & Connecticut Western Railroad Company \$1,200.00.

FUNDED DEBT.

The South Manchester Company has no funded debt. The six remaining companies have a debt amounting to \$249,217,000.00, divided as follows: Central New England Railway Company, \$10,664,500.00; Hartford & Connecticut Western R. R. Co., \$700,000.00; New Haven & Northampton Co., \$3,100,000.00; New London Northern R. R. Co., \$1,500,000.00; New York, New Haven & Hartford R. R. Co., \$232,052,500.00, composed of mortgage bonds, plain bonds, debentures and notes and miscellaneous funded obligations; and Norwich & Worcester R. R. Co., \$1,200,000.00.

For a detailed account of the miscellaneous obligations of the New York, New Haven & Hartford Railroad Company see report of said company, pages 238-319.

WORKING LIABILITIES.

The total working liabilities of the companies are reported to be \$19,373,451.58, divided among the various companies as follows: Central New England Ry. Co., \$3,117,472.58; Hartford & Connecticut Western R. R. Co., \$228,176.70; New Haven & Northampton Co., \$876.42; New London Northern R. R. Co., \$4,277.14; New York, New Haven & Hartford R. R. Co., \$15,928,772.23; Norwich & Worcester R. R. Co., \$63,865.00; and the South Manchester R. R. Co., \$30,011.51. The total amount of stock, funded debt, and working liabilities of the companies is \$431,131,476.58.

PROPERTY INVESTMENT, SECURITIES, OTHER INVESTMENTS AND WORKING ASSETS.

The accounts of the companies under the above heading amount to \$487,974,213.29, comprising the following items: Cost of road, \$149,120,062.24; cost of equipment, \$58,394,564.89; general expenditures, \$360,774.88; floating equipment, street railways and other properties, \$6,346,362.90; stocks owned, \$106,951,687.78; funded debt pledged or unpledged, \$15,250,000.00; miscellaneous, \$25,394,996.35; other investments, \$65,708,295.82; cash, \$18,854,217.32; other assets, \$41,593,301.11.

GROSS OPERATING REVENUES.

The gross operating revenue for the year was \$64,819,495.12, compared with \$57,985,541.90 for the previous year, an increase of \$6,833,953.22. The revenue derived from the passenger service was \$25,422,102.49, and from freight \$33,463,648.40; the balance, \$5,933,744.23, being earnings from other sources. Gross operating revenues per mile of road operated were \$26,471.63, and per train mile \$2.5976.

OPERATING EXPENSES.

The total operating expenses for the year were \$41,333,039.07, being \$2,788,130.74 more than for the preceding year. The percentage of operating expenses to gross earnings was 63.76. The operating expenses per mile of road operated were \$16,879.99, and per mile run \$1.65078.

NET OPERATING REVENUES.

The net operating revenues of the Central New England Railway were \$1,289,487.53; of the New London Northern R. R. Co., \$192,461.79; of the New York, New Haven & Hartford R. R. Co., \$22,004,451.79, and of the South Manchester Railroad Co., 54.94, making a total of \$23,486,456.05, an increase of \$4,044,705.69 over the previous year, and were \$9,591.64 per mile of road operated and 0.94898 per mile run.

TAXES.

The amount of taxes paid by the companies was \$4,120,556.79, which is \$549,002.82 more than the amount paid last year. The amount paid is 6.36 per cent. of the gross operating revenues. The amount paid to the State of Connecticut for the fiscal year, as reported by the State Treasurer, was \$1,542,329.45.

DIVIDENDS.

The amount paid in dividends was \$10,291,827.00, as appears in table No. 8, page 102, while no dividends were paid on \$8,858,400.00 of capital stock.

INTEREST.

The amount of interest paid by the companies was \$11,429,510.69, as follows: Central New England Railway Company, \$895,490.00; Hartford & Connecticut Western Railroad Company, \$31,500.00; New Haven & Northampton, \$131,000.00 New London Northern Railroad Company, \$68,100.00; New York, New Haven

& Hartford Railroad Company, \$10,255,420.69, of which amount \$2,543,365.00 was interest on mortgage bonds, \$7,711,595.69 on plain bonds, debentures and notes, and \$460.00 on miscellaneous funded obligations; Norwich & Worcester Railroad Company, \$48,000.00.

PASSENGERS CARRIED AND PASSENGER REVENUE.

The number of passengers carried earning revenue was 84,519,264, being 6,954,914 more than the number carried last year. The number of passengers carried by the street railways during the same period was 151,631,091. The average length of each passenger trip was 18.11 miles. the amount received per passenger \$.30078, and the receipts per passenger per mile \$.01661. The passenger revenue was \$25,422,102.49, being \$2,027,930.38 more than that of the preceding year, and the passenger service train revenue \$29,734,801.20, being \$2,686,928.59 in excess of last year. The passenger service train revenue per mile of road operated was \$12,143.39 and per train mile \$1.78452.

FREIGHT CARRIED AND FREIGHT REVENUE.

The freight carried during the year was 29,085,934 tons, being 3,511,846 tons more than the amount carried last year, with an average haul of 82.86 miles. The freight revenue was \$33,463,648.40, being \$3,999,245.34 in excess of the amount reported last year. The receipts per ton of freight handled were \$1.15051 and the average per ton per mile .01388. The freight revenue per mile of road was \$13,666.22, and per train mile \$3.94699.

TRAIN MILEAGE.

The mileage of passenger trains earning revenue was 16,414,106, being 575,871 miles more than for the preceding year, and of freight trains earning revenue. 8,229,812 miles, being 434,468 miles more than last year. The mileage of mixed trains earning revenue was 248,451, of special trains 40,430, and of non-revenue trains 896,203 miles. The total revenue mileage was 24,932,799 and the total mileage of all trains 25,829,002.

LENGTH OF ROADS.

Total length of main line and branches included in this report is 2,394.71 miles; the length of second or double track, 771.77 miles; third track, 95.09 miles; fourth track, 93.63 miles; fifth track, 8.90 miles; sixth track, 8.90 miles; sidings, 1,538.66 miles;

total of single track, 4,911.66 miles. That portion of the above mileage within the State of Connecticut is as follows: Main line and branches, 1,002.39 miles; second track, 292.01 miles; third track, 47.91 miles; fourth track, 47.85 miles; sidings, 614.48 miles; total single track, 2,004.64 miles.

MAINTENANCE OF WAY AND STRUCTURES.

The amount expended for maintenance of way and structures has been \$7,831,751.39, being \$1,151,094.20 more than the amount expended for this purpose last year, amounting to \$3,198.41 per mile operated and \$.303 per mile run.

MAINTENANCE OF EQUIPMENT.

The cost of the maintenance of equipment has been \$6,790,317.78, being \$593,094.72 in excess of the expenditures for that purpose the preceding year, amounting to \$2,773.09 per mile operated and \$.263 per mile run.

MILEAGE.

A statement of the total mileage of tracks of each of the four operating roads included in this report is herewith presented. The portion of this mileage within the State of Connecticut is given on pages 89-94.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD.

First track,	1,996.43
Second track,	754.28
Third track,	95.09
Fourth track,	93.63
Fifth track,	8.90
Sixth track,	8.90
Trackage rights,	98.87
Sidings,	1,403.08
Total, all tracks,	4,459.18

CENTRAL NEW ENGLAND RAILWAY.

First track,	273.38
Second track,	17.49
Trackage rights,	3.50
Line operated under contract,	1.65
Sidings,	92.56
Total, all tracks,	388.58

NEW LONDON NORTHERN RAILROAD, OPERATED BY THE CENTRAL
VERMONT RAILWAY.

First track,	121.00
Sidings,	49.40

Total, all tracks,	170.40
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SOUTH MANCHESTER RAILROAD.

First track,	2.25
Sidings,	3.45

Total, all tracks,	5.70
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Grand total, single track and sidings of all lines including trackage rights,	5,023.86
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The results of the operation of all the steam roads for the year ending June 30, 1910, are given here for convenient reference, although elsewhere stated under their proper heads.

Gross operating revenues,	\$64,819,495.12	
Operating expenses,	41,333,039.07	
Net operating revenues,	23,486,456.05	
Freight revenue,	33,463,648.40	
Passenger revenue,	25,422,102.49	
Passenger service train revenue,	29,734,801.20	
Earnings from other sources,	5,933,744.23	
Expended for maintenance of way and structures,	7,831,751.39	
Expended for maintenance of equipment,	6,790,317.78	
Number of new ties laid,		931,414
Tons of new steel rails laid, entire lines,		25,220
Total number of employees, including general officers,		35,364
Compensation of same,	25,079,761.71	
Number employed in maintenance of way and structures,		8,725
Amount paid for their service,	4,828,109.52	
Passengers carried,		84,519,264
Tons of freight carried,		29,085,934
Passengers injured,		66
Passengers killed,		0
Employees injured,		330
Employees killed,		24
Injured at grade crossings,		15
Killed at grade crossings,		10
Number of grade crossings,		852
Tons of coal consumed,		1,929,529
Taxes,	4,120,556.79	
Taxes paid State of Connecticut,	1,542,329.45	

CONDITION OF THE STEAM RAILROADS.**NEW YORK, NEW HAVEN & HARTFORD RAILROAD.**

The annual inspection required by law was made from September 27 to October 20, 1910. Some of the improvements made during the past year are noted under this head. Sixty-five thousand new creosoted ties have been placed in the track between New Haven and Stamford, fastened with screw spikes and tie plates, and twenty-nine miles of new 100 pound steel rails have been laid. New facilities for coaling engines have been installed west of the passenger station at New Haven. Pocket elevators have been erected to carry coal from the bin to an elevated coal pocket and a scraper conveyor to move the coal from the coal pocket to hoppers on the coaling bridge over the tracks. The whole plant is operated by electricity. A new double track "Y" is now being built between the main line and the Naugatuck branch at Naugatuck Junction, to afford better facilities for transferring freight from one line to the other. A new concrete interlocking tower has been erected at Central Avenue, near the western entrance to the freight yard in East Bridgeport, and new cross-over switches installed to be operated by the tower hereafter instead of by hand as heretofore. The grounds westerly of and adjoining the passenger station in Bridgeport have been filled and graded and are to be macadamized to furnish additional room for vehicles. Easterly of the station the grounds and tracks have been graded and a new bulkhead faced with riprap built along the river and the space in front dredged below water level. A new opening has been made under the railroad viaduct at the end of Stratford Avenue, and the westerly span of the Stratford Avenue bridge over the river widened to afford better facilities for the congested travel at that locality. The old Naugatuck dock and the Bridgeport steamboat dock in the lower freight yard have been moved back of the newly established United States wharf line, and the space in front of the new bulkhead dredged to make sufficient depth of water for shipping. In the Poquonnock dock freight house, so-called, two new electric freight conveyors have been installed for the purpose of unloading steamboats. The easterly driveway to the eastbound passenger station at South Norwalk has been widened to afford more ample room for the entrance and exit of vehicles. A new westbound passenger station and platform has been erected at Rowayton of terra cotta blocks and cement construction. Repairs have been made on fifteen bridges between New Haven and Glen-

brook, consisting principally of new floors and guard timbers. The track, roadway and bridges on the New Canaan branch are in good condition.

On the Danbury branch 15,000 new ties have been placed in the track during the past year. The change in the highway at the Norwalk mills, obviating two grade crossings, has been completed and the work of eliminating two dangerous grade crossings south of Georgetown station, in progress at the time of our last report. Two grade crossings south of Redding station have been eliminated by the construction of one overhead crossing. A new freight house and tracks have been established at Bethel, northerly of the passenger station, and the old combination passenger and freight station is to be remodeled and used exclusively for passenger purposes hereafter. The Litchfield branch is in good condition. A retaining wall at Roxbury Falls which collapsed during the past season has been rebuilt in a substantial manner. The station grounds at Bantam station have been extended and graded to afford more convenient access to the station than heretofore existed.

On the Highland division between the New York State line and Southbury, 3.59 miles of new steel rails have been laid, and 59,900 new first-class ties and 12,906 second-class ties have been placed in the track of the entire division. The relocation of the line of the Berkshire division between Hawleyville and Brookfield Junction, and from Brookfield Junction to Brookfield, and the elimination of the grade crossings heretofore existing thereon is an important improvement, so far as the operation of the road and the safe use of the highways by the public are concerned.

On the Berkshire division 6.15 miles of new steel rails have been laid from a point 2,600 feet south of Kent station to a point 2,538 feet south of North Kent station, and from a point 3,852 feet south of Lime Rock to a point 6,722 feet north of Falls Village station, and 63,250 new first-class ties and 7,775 second-class ties have been laid in the track of the entire division; also seven new bridges have been erected.

On the Naugatuck branch 33,400 new first-class ties and 5,550 second-class ties have been laid in the track. A new connection of the Naugatuck branch with the New York, New Haven & Hartford main line at Naugatuck Junction is being constructed, with less curvature than the connection formerly existing there to facilitate the transfer of a larger amount of traffic than heretofore. The Watertown branch is in good condition, also the track and bridges of the Waterbury and Meriden branch. A steel bridge is being

erected over the Potatuck River near Sandy Hook station to replace the last wooden Howe truss bridge existing on the Midland division west of Waterbury. The Hanover grade crossing at the North Newtown station is being eliminated by carrying the highway under the tracks of the railroad, work upon which is now in progress. The double tracking and changes in line, involving the elimination of all the grade crossings between Hawleyville and Botsford's on the Berkshire division, is well under way, constituting one of the important and expensive improvements now in progress, and when extended over the Botsford branch to Shelton will constitute a continuous double track line from the Poughkeepsie bridge into New Haven for the constantly increasing business over that line, which now amounts to about 1,500 freight cars daily. Four new bridges have been erected on the Derby branch between Derby and New Haven during the past year. The double tracking of the Midland division between Waterbury and Bristol is well advanced. The tunnel, 3,500 feet in length, encased with cement sides and roof, will be ready for use early in the coming year, and the grading of the changed line and the bridge structures are rapidly approaching completion. When completed all grade crossings between Waterbury and Bristol will be eliminated, and the grades, curvature, and distance materially reduced. A new granolithic platform has been placed around the station at Bristol, and several new bridges erected between Bristol and Forestville. A number of the open culverts between Bristol and New Britain have been covered with iron beams and cement floors. New concrete arches are to be placed under the tracks now carried by wooden trestles north of Elmwood and Parkville stations.

On the Hartford division between New Haven and Springfield 51,000 new ties have been placed in the track during the past year, and one-half mile of new 100 pound steel rails has been laid south of Berlin station, and one mile on each side of the Connecticut River bridge at Warehouse Point. A new freight station, 40 x 300 feet, and yard have been provided at Wallingford west of the main track and north of the passenger station, removing the freight traffic from in front of the passenger station. A highway grade crossing north of Yalesville station has been eliminated by carrying the highway under the railroad tracks, and Kelsey's crossing north of Berlin station has been abolished by carrying the highway over the tracks on an overhead bridge. The station grounds at the south end of the Meriden passenger station have been paved with asphalt. A new southbound passing siding, capacity 60 cars, has been laid

about two-thirds of a mile south of Windsor station, and a similar siding, of same capacity, south of Thompsonville station. A brick arch over a highway south of Thompsonville has been extended at both ends, built of concrete. Humphrey Street in New Haven, is being extended under the tracks of the railroad necessitating the removal of the Cedar Hill station north and west of its former location. A new engine house is contemplated at the freight yard north of Cedar Hill, also a yard for the storage of track material and supplies at the east end of the same yard beside the Air Line tracks. The Connecticut Company is erecting a two story car barn at Cedar Hill, 450 feet long by 250 feet in width.

On the Northampton branch two grade crossings south of Milldale station have been eliminated by building a parallel highway and carrying one highway under the railroad tracks. A grade crossing north of Plainville station has been abolished by carrying the highway under the tracks. A deck truss bridge over the Farmington River north of Farmington has been replaced by a deck plate girder bridge of four spans with concrete piers. A highway grade crossing about three miles north of Farmington station has been abolished by carrying the highway over the track on an overhead bridge. New 80 pound steel rails have been laid in the track between Mount Carmel and Cheshire. Two grade crossings near Weatogue station in the town of Simsbury are being eliminated by carrying the highway over the railroad on a bridge and discontinuing the other crossing. Also a grade crossing in the town of Granby has been eliminated by carrying the highway over the railroad on an overhead bridge. The bridges between Plainville and Northampton are being strengthened or renewed to a capacity of 200,000 pounds, which involves the strengthening or renewal of some eight different bridges in the state of Connecticut. The number of new ties placed in the track in Connecticut has been 26,500, and five and one-half miles of new steel rails weighing 80 pounds per yard have been laid.

The Connecticut Central branch, formerly so-called, is in good condition. A new station building has been erected at South Windsor to replace one that was burned, and a new concrete arch built to take the place of bridge No. 2, the abutments of which needed renewing. The Melrose and Rockville branches are also in satisfactory condition. On the line extending from Hartford to Willimantic about ten miles of new steel rails have been laid in the vicinity of Bolton, Hop River, and Putnam, and many of the open culverts have been supplied with cast-iron drain pipe with

cement buttresses at ends and a solid roadbed over the same. About nine miles of the track has been thoroughly ballasted in the vicinity of Bolton, Andover, Hop River, and Manchester. Some important improvements are in progress on the Air Line between New Haven and Willimantic, notably the rebuilding of the bridge over the Connecticut River at Middletown, with a structure capable of carrying safely the heaviest traffic. Between New Haven and New London seven and one-half miles of new steel rails have been laid and 52,900 new ties placed in the track during the past year. The curvature of the main track at Branford station has been reduced from four to three degrees. Buell's crossing east of Clinton station has been eliminated by carrying the highway over the railroad on a highway bridge. A new floor has been placed on the bridge over Winthrop's Cove in New London, and repairs have been made on various bridges between New Haven and New London. On the Norwich and Worcester branch about 200 tons of new steel rails have been laid on the curves north of the tunnel between Taft's and Jewett City, and repairs have been made on eight of the bridges on the branch north of Groton in this state, and several grade crossings on the line have been eliminated. The track and bridges on the line from East Thompson to Willimantic are in good condition, and in Thompson and Hampton grade crossings have been abolished.

On the Providence branch from Willimantic to Oneco the track and bridges are in excellent condition. The last of the wooden bridges on this line near Moosup has been rebuilt with two steel girder spans in place of the wooden Howe truss formerly spanning the river. Grade crossings have been removed in Oneco, Canterbury, Lisbon, Versailles, and at Camp station in South Windham, now in process of construction. During the last year work has been in progress on the Valley branch strengthening the bridges between Hartford and Saybrook Junction to a capacity of 200,000 pounds per lineal foot (so that in case of an interruption of service trains can be diverted over this line if necessary), involving the rebuilding or strengthening of twenty-three different bridges on the line between the points named.

Two grade crossings in the town of Essex have been eliminated by constructing one new overhead highway bridge.

Summary of operations of the New York, New Haven & Hartford Railroad for the year ending June 30, 1910:

Gross operating revenue, \$60,693,667.55; passenger revenue, \$24,885,864.74; freight revenue, \$30,110,588.30; operating ex-

penses, \$38,689,215.76; net operating revenue, \$22,004,451.79; maintenance of way and structures, \$7,132,375.64; maintenance of equipment, \$6,461,772.22; number of new ties laid, 710,890; tons of steel rails laid in Connecticut, 9,429; number of employees (including officers), 33,096; compensation of same, \$23,596,607.26. The operating expenses were 63.74 per cent. of the gross earnings, and the maintenance of way and structures, 18.43 per cent. of the operating expenses.

CENTRAL NEW ENGLAND RAILWAY.

The improvements in the general condition of the track, road-bed, and bridges of this line are very marked. Much ballasting has been done and the alignment and surface of the track much improved. Many of the bridges have been repaired, renewed, and painted. Three and a quarter miles of new steel rails have been laid near Grant station. Five new locomotives have been purchased and put into service.

The result of the operation of the road for the year ending June 30, 1910, has been as follows:

Gross operating revenue, \$3,022,720.19; passenger revenue, \$337,955.81; freight revenue, \$2,520,890.59; net operating revenue, \$1,289,487.53; operating expenses were \$1,733,232.66; maintenance of way and structures, \$510,912.08; maintenance of equipment, \$268,929.41; number of new ties laid, 131,214; tons of steel rails laid, 3,928; number of employees (including officers), 1,524; compensation of same, \$1,046,812.74. The operating expenses were 57.34 per cent. of the gross operating revenue, and the maintenance of way and structures 29.48 per cent. of the operating expenses.

NEW LONDON NORTHERN RAILROAD.

During the past year 24,800 new ties have been placed under the track and two new steel girder bridges have been erected, designated as Nos. 21 and 36. Two smaller bridges within the limits of the station grounds at Stafford Springs have also been renewed, and repairs have been made on various other small bridges at various other points on the line. A highway crossing in the town of Willington has been cleared of shrubbery and trees which obstructed the view of the crossing by those approaching it on the highway, rendering it more safe for public travel.

The results of the operation of the road for the year ending June 30, 1910, have been as follows:

Gross operating revenue, \$1,083,759.11; passenger revenue, \$194,331.55; freight revenue, \$816,893.78; operating expenses, \$891,297.32; net operating revenue, \$192,461.79; maintenance of way and structures, \$183,876.12; maintenance of equipment, \$58,865.45; new ties laid, 88,120; number of employees (including officers), 725; compensation of same, \$423,579.06. The operating expenses have been 82.24 per cent. of the gross earnings, and the maintenance of way and structures, 20.63 per cent. of total operating expenses.

SOUTH MANCHESTER RAILROAD.

The passenger station at the terminus of this road in South Manchester has been removed from its former location about 1,000 feet further north, on the westerly side of the track, where it more conveniently serves the public. At the public hearing required by law, no objection was made to such removal.

The results of the operation of the road for the year ending June 30, 1910, are shown by the following figures:

Gross operating revenue, \$19,348.27; passenger revenue, \$3,950.39; freight revenue, \$15,275.73; operating expenses, \$19,293.33; net operating revenue, \$54.94; maintenance of way and structures, \$4,587.55; maintenance of equipment, \$750.70; new ties laid, 1,190; number of employees (excluding officers), 19; compensation of same, \$12,762.65.

STREET RAILWAYS.

The first report of the street railway companies in Connecticut to the Railroad Commissioners was made in 1895. At that time there were, in round numbers, 300 miles of street railways within the State with a stock and debt of \$17,700,000.00, gross earnings of \$2,200,000.00, operating expenses of \$1,500,000.00, paying taxes amounting to \$76,500.00, carrying 38,000,000 passengers, with 250 accidents to persons, 12 of which were fatal. Sixteen years afterwards, in 1910, there are 921 miles, with a reported capitalization and debt of \$79,000,000.00, gross earnings over \$8,000,000.00, operating expenses nearly \$5,000,000.00, taxes, \$452,000.00, passengers carried, 151,000,000, with 2,228 casualties to persons, 39 of which were fatal. This is a brief summary of the growth of the street railway properties for the past sixteen years. Since the close of the fiscal year on June 30th, the Shore Line Electric Railway Co. has completed and brought into operation about 26 miles

of its line, extending from Ivoryton through Essex, Saybrook, Westbrook, Clinton, Madison and East River to Guilford, and the balance of its line is now in process of construction. Extensions and double tracking of existing lines have been made in the cities of Hartford, New Britain, Meriden, New Haven, Bridgeport, and Waterbury.

PROCEEDINGS OF THE BOARD CONCERNING STREET RAILWAYS.

APPROVAL OF METHOD OF CONSTRUCTION.

CITY OF NEW BRITAIN.

On February 21, 1910, upon petition of the New York, New Haven & Hartford Railroad Company, asking our approval of the method of construction proposed by said company for double tracking its electric railway lines on Main, East Main, West Main, South Main, and Arch Streets, in the city of New Britain, and after hearing the petitioner and the city, and the municipality offering no objections to the plans presented, we issued our approval of same.

NORTH BRANFORD AND EAST HAVEN.

On the 24th day of March, 1910, the Shore Line Electric Railway Company presented its petition asking for the approval of its proposed method of construction in the towns of North Branford and East Haven, which was heard by us on April 4, 1910, and our approval of the same was granted on June 30, 1910, declining, however, to approve of the construction of said railway at grade on a certain highway in the town of North Branford, over which the Damascus Railroad Company had a right to cross at grade.

BRIDGEPORT AND STRATFORD.

On April 29, 1910, the New York, New Haven & Hartford Railroad Company presented its petition for the approval of the method of construction of a double track extension of the electric railway line on Barnum Avenue in the city of Bridgeport, and in the town of Stratford, which petition was heard by us on May 11, 1910, and approved on May 12, 1910, in accordance with conditions prescribed by the selectmen of the town of Stratford and the common council of the city of Bridgeport.

CITY OF HARTFORD.

The Connecticut Company presented its petition on the 9th day of July, 1910, asking for our approval of its method of construction

of its line on Broad Street from Capitol Avenue to New Britain Avenue in the city of Hartford. The petition was heard on July 13, 1910, and approved by us in accordance with certain conditions imposed by said city.

The Connecticut Company presented its petition asking for the approval of its method of construction of its line on Capitol Avenue from Main Street to Trinity Street in said city, which petition was heard July 20, 1910, and our approval granted on the same date in accordance with certain conditions prescribed by said city and agreed to by said company.

CITY OF WATERBURY.

The Connecticut Company presented its petition dated August 19, 1910, asking for the approval of the method of construction of its electric railway line in James, Clark, Sixth, and Bank Streets in the city of Waterbury, which was heard by us on August 31, 1910, and approved in a finding dated September 6, 1910.

A petition of the Connecticut Company was presented to us on August 30, 1910, asking for an approval of the method of construction of its proposed double track electric railway in Meadow Street from West Main Street to Bank Street, and to lay a second track on Bank Street from Exchange Place to a point two hundred feet more or less southerly of Meadow Street in said city.

Said petition was heard by us on the 13th day of September, 1910, and our approval granted on September 16, 1910. Said finding was on October 17th amended so as to provide that all double truck cars used in the transportation of passengers shall be equipped with some effective system of power brakes, said former order having provided that said power brakes should be furnished on all cars used on said line, failing to distinguish between single and double truck cars.

And on October 17, 1910, we made a like amendment of our finding of September 6, 1910, applicable to James, Clark, Sixth, and Bank Streets in said city of Waterbury.

CERTIFICATES OF APPROVAL.

On December 21, 1909, the extension of The Connecticut Company's line in the city of New Haven, from Howard Avenue and Congress Avenue through Howard Avenue, consisting of a double track eight hundred feet in length and a single track through Washington Avenue three thousand six hundred feet in length, was

examined and found in a suitable and safe condition for operation, and a certificate issued to that effect.

TOWNS OF BROAD BROOK, EAST WINDSOR, ELLINGTON, AND
VERNON.

Amendment of Certificate of Approval.

In the matter of certificate issued by this Board under date of May 19, 1906, to the effect that the newly constructed line of the Rockville, Broad Brook & East Windsor Street Railway Company from a point about one mile easterly of Broad Brook and extending through the towns of East Windsor, Ellington, and Vernon, to the end of said railway company's line in Rockville, had been examined and found "in a suitable and safe condition for operation," which certificate was subject, however, to an action pending in the courts "as to whether the grade of the highway at a point known as Grant's Corners, and also the grade at the beginning of the bridge over the tracks of the New York, New Haven & Hartford Railroad Company at the same point, conformed to the layout of the tracks as made by the Selectmen of the town of East Windsor and also the plans for said overhead structure approved by this Board."

We now having been advised, under date of February 4, 1910, that said question had been decided by the courts and "satisfaction" papers filed in the case, we do hereby amend our certificate of May 19, 1906, so that said certificate as amended shall read as follows:

"That portion of the tracks of the Rockville, Broad Brook & East Windsor Street Railway Company, lying between a point about one mile easterly of Broad Brook and then extending through the towns of East Windsor, Ellington, and Vernon to the end of said street railway company's line in Rockville, has been examined and is in a suitable and safe condition for operation."

NEW HAVEN.

On May 12, 1910, we issued the following certificate of approval of a change in the line of the Morris Cove Branch, viz.: the easterly track of a change in the line of the Morris Cove Branch, so-called, of the street railway line of the New York, New Haven & Hartford Railroad Company, has been examined and found in a suitable and safe condition for operation.

And on May 28, 1910, the following certificate of approval of the westerly track of said changed line, viz.: the new westerly

track of the change in the line of the Morris Cove Branch, so-called, of the street railway line of the New York, New Haven & Hartford Railroad Company, has been examined and found in a suitable and safe condition for operation.

THE SHORE LINE ELECTRIC RAILWAY CO.

Under date of September 17, 1910, we issued the following certificates, viz.:

"That portion of the newly constructed electric line of the Shore Line Electric Railway Company extending from Ivoryton through Essex, Saybrook, Westbrook, Clinton, Madison, and East River to the Green in Guilford, a distance of about twenty-five and six-tenths miles, has been examined and found in a suitable and safe condition for operation."

WATERTOWN.

On October 31, 1910, the following certificate was issued by us:

"That portion of the Connecticut Company's electric railway line recently constructed from said company's existing track in the village of Watertown, which new construction is a continuance of the Waterbury-Oakville-Watertown line, and being 3,270 feet in length, has been inspected and found in a suitable and safe condition for operation."

APPROVAL OF LOCATION AND TAKING OF LAND.

TOWNS OF MIDDLEFIELD, DURHAM, AND MERIDEN.

On October 21, 1909, the Meriden, Middletown & Guilford Electric Railway Company presented to this Board its petition asking for the approval of the location and layout of its railway on certain lands in the towns of Middlefield, Durham, and Meriden, and for the approval of the taking of certain lands in said towns.

This petition was heard on November 2, 1909, and on the 14th of the following month we issued our finding as follows:

"After a careful consideration of this matter we find as follows:

"This application is for the approval of the taking of twelve pieces of land for purposes of constructing the petitioner's proposed line of street railway. It is brought under Section 5 of the charter of the petitioning company which provides, after certain formalities have been complied with, that lands may be taken 'with the approval of the railroad commissioners.' If only such amount of land as is essential for the construction of the railway is asked for, if the layout is the most feasible from an engineering

standpoint and no undue or wanton destruction of private property is involved, we deem it our duty 'to approve' of the taking of land for the construction of the petitioner's railway. We, therefore, do approve of the taking of such lands, easements, and interests in lands as described in the petitioner's application as follows:

"Parcel 'a,' parcel 'b,' except that said description is amended to read in the first line '50 feet wide, being 35.' Parcel 'c,' parcel 'd' and 'e,' parcel 'f,' parcel 'h' and 'i,' 'j,' 'k,' and 'l.'

"The petitioner withdrew its application for the taking of land described in parcel 'g.'"

TOWNS OF ESSEX, SAYBROOK, WESTBROOK, CLINTON, GUILFORD, AND BRANFORD.

On the 4th day of December, 1909, the Shore Line Electric Railway Company presented its petition for the approval of its location from Ivoryton, in the town of Essex, through Essex, Saybrook, Westbrook, Clinton, Guilford, and Branford to Stony Creek, as described in said petition and approved by the Selectmen of the foregoing towns, which was heard at our office in the city of Hartford on December 15, 1909; as to said petition within the town of Guilford, and on April 30, 1910, our approval of said location was granted.

TOWN OF DURHAM.

On December 28, 1909, the Meriden, Middletown & Guilford Electric Railway Company presented its petition asking for the approval by this Board of the taking of certain land belonging to Walter D. Brockett, in the town of Durham, necessary for the construction of its railway.

This petition was heard on January 13, 1910, when said petitioner and said property holder appeared and were fully heard.

We found that the taking of said land was necessary for the proper construction and operation of said railway, and on January 17, 1910, issued our finding approving of the taking of the land of said Brockett, and prescribing the limits of same to be those described by the petitioner.

TOWN OF GUILFORD.

The Shore Line Electric Railway Company presented a petition dated the 7th day of July, 1910, asking us to approve of its location and prescribe the limits within which real estate should be taken for the construction of its railway across the lands of Roger C.

and R. Burton Leete, William Norton, and others, in the town of Guilford, which was heard by us on July 13, 1910, and on July 26, 1910, we issued a finding that the land described in said petition was necessary for the proper construction and operation of the railway of said company, and therefore approved of the location of said railway and the taking of the lands described in the petition, and prescribed the limits within which said real estate should be taken to be as set forth in said amended petition.

TOWN OF GUILFORD.

On July 12, 1910, the Shore Line Electric Railway Company presented a petition asking for the approval of its location across certain private lands owned by the heirs of John Beattie Estate, which was heard by us on July 20, 1910, and on the 28th of July, 1910, we issued a finding approving the location of said railway and the taking of the lands described in the petition, prescribing the limits within which such real estate should be taken.

The Shore Line Electric Railway Company also presented to us its petition dated August 3, 1910, asking for the approval of the location of its railway upon private lands of John Walker of Guilford, Connecticut, which was heard by us on August 23, 1910, and on August 24, 1910, we approved the location of said railway across said land and found it necessary for its proper construction and operation to take the lands of said Walker, prescribing the limits within which said real estate should be taken.

TOWN OF EAST HAVEN.

The Shore Line Electric Railway Company presented to us its petition dated the 13th day of October, 1910, asking for the approval of its location across private lands of the heirs of Thomas Bright of East Haven, and William E. Grannis, George D. Page *et. al.*, which was heard by us October 26, 1910, and on November 1, 1910, we issued an order approving the location of said railway and finding the taking of said land for the proper construction and operation of the railway of said petitioner to be necessary, and prescribing the limits within which said real estate should be taken.

APPROVAL OF BRIDGE OF THE SHORE LINE ELECTRIC RAILWAY COMPANY IN THE TOWN OF GUILFORD.

Upon the application of the Shore Line Electric Railway Company presented to this Board, we issued our approval of the plans of a bridge carrying the tracks of said railway company over the tracks of the New York, New Haven & Hartford Railroad Company in the town of Guilford, Connecticut, determining the length of said structure to be sufficient to span the entire right of way of the New York, New Haven & Hartford Railroad Company, the width to be not less than thirty-two feet, the material to be of steel, and the plan to be a truss, and the height above the roadbed of said railroad to be not less than twenty-three feet.

On June 1, 1910, we amended said petition correcting an error in the width of said bridge, making the same to be sixteen feet and two inches from center to center of truss instead of thirty-two feet as erroneously prescribed in the previous approval.

TOWN OF NEWINGTON.

On the 15th day of April, 1910, the Connecticut Railway & Lighting Company, by the Connecticut Company, lessee, presented to us a petition asking us to determine the length, width, material, and plan of a double track bridge to be erected over the roadbed of the railroad of the New York, New Haven & Hartford Railroad Company, and the necessity for such reconstruction.

This petition was heard by us on April 27, 1910, when we, in accordance with the provisions of Section 3711 of the revised statutes of 1902, determined that the length of the proposed structure should be one hundred and sixty feet, the width twenty-five feet, the material and plan to be a steel truss, double track bridge, and the height above the roadbed of said railroad to be twenty feet nine and three-eighths inches, and that the necessity for such reconstruction was for the purpose of carrying the electric cars of the petitioner over the tracks of the New York, New Haven & Hartford Railroad Company.

STYLE OF POLE TO BE USED IN THE CITY OF MERIDEN.

The Connecticut Company presented to us its petition dated July 19, 1910, asking us to approve the type of pole to be used in the construction of its road on Pratt, Butler, and Hanover Streets, in the city of Meriden, which petition was heard by us

on July 28, 1910, and on August 9, 1910, we issued the following finding:

"After personal inspection of the streets in which the petitioner asks for approval of its method of construction herein set forth, and finding the prevailing type of pole used on said streets to be square or octagonal poles, we do not approve of the method of construction set forth in the petition, but prescribe that the poles within the limits described in said petition shall be square, sawed poles."

CITY OF NEW BRITAIN.

The city of New Britain presented its petition asking that an order of this Board issued on the 21st day of February, 1910, be reopened as to the quality and material of the trolley poles to be used in the construction of its line within certain limits defined in said petition, which was heard by us on September 23, 1910, and on said 29th day of September we amended our order of February 21, 1910, directing that the present wooden poles and such additional wooden poles as are required on that part of the line which the plans show as reconstruction of the line heretofore existing, shall be used, and that appropriate iron or steel poles be used on that part shown to be new construction in accordance with plans on file in this office.

APPEAL FROM THE DECISION, ORDER, OR DIRECTION OF THE SELECTMEN OF THE TOWN OF NORWICH.

On November 5, 1909, the New York, New Haven & Hartford Railroad Company presented to this Board its petition and appeal from the decision, order, or direction of the Selectmen of the town of Norwich, in the matter of laying of electric railway tracks on Norwich Avenue from South B Street to North B Street in said town as follows:

"1. That on May 12, 1909, said the New York, New Haven & Hartford Railroad Company made application to the Selectmen of the town of Norwich for the approval of plans therewith submitted for the location of tracks, poles, and other permanent structures in the highway known as Norwich Avenue, from South B Street to North B Street, in said town of Norwich, as shown upon a plan entitled 'Consolidated Railway Co., New London Lines. Taftville Cut-off. Scale 50 ft. to the inch. By C. E. Chandler & S. B. Palmer, Norwich, Conn.'

"2. That on May 21, 1909, the Selectmen of said town of Norwich, after due notice and hearing, rendered a decision, order, or direction, accepting and adopting such plan, a copy of which decision embodying said application of May 12th, is hereto attached and marked 'Exhibit A.'

"3. That on September 28, 1909, said the New York, New Haven & Hartford Railroad Company made application to the Selectmen of the town of Norwich for the approval of plans therewith submitted for the location of tracks, poles, and other permanent structures in the highway known as Norwich Avenue, from South B Street to North B Street, in said town of Norwich, as shown upon a plan entitled 'Consolidated Railway Co., New London Lines. Taftville Cut-off. Scale 50 ft. to an inch. By C. E. Chandler & S. B. Palmer, Norwich, Conn.'

"4. That on October 19, 1909, the Selectmen of said town of Norwich, after due notice and hearing, rendered a decision, order, or direction, accepting and adopting such plan, which reaffirmed and embodied in it as a part thereof said order of said Selectmen of May 21, 1909, a written notice of which decision was received by said The New York, New Haven & Hartford Railroad Company on October 22, 1909, a copy of which, embodying said application of September 28, 1909, is hereto attached and marked 'Exhibit B.'

"5. That said decision, order, or direction of the Selectmen of said town of Norwich, purported to accept and adopt said plans, making certain modifications therein which said The New York, New Haven & Hartford Railroad Company claims are illegal, inequitable, unjust, and beyond the power and without the jurisdiction of said Selectmen to impose, and do not constitute legitimate modifications of said plans.

"Wherefore, said The New York, New Haven & Hartford Railroad Company within thirty days from the service of notice on said company of said decision, order, or direction appeals from those portions of said decision, order, or direction of said Selectmen as follows:

"The town of Norwich approved of the application made to it by the railroad company, but imposed certain conditions:

"(a) The change of tracks is hereby approved on the condition that said railroad company shall maintain and operate an hourly service during the usual hours of running through South B Street and Front Street to said point opposite the Ponemah Company's store, where the track is discontinued.

“(b) The expense of said removal and relocation of poles, wires, and equipment (of the Southern New England Telephone Company) to be paid by the petitioner The New York, New Haven & Hartford Railroad Company, and the track of the petitioner shall not be laid in said Norwich Avenue or suffered to remain therein if said petitioner shall refuse to pay the total expense of said removal and relocation.”

The railroad company appealed from the decision of said town for the following reasons:

“1. Appeal is taken from that portion of said order marked (a) above, because the pretended condition requiring said company to maintain and operate an hourly service during the usual hours of running through South B Street and Front Street to said point opposite the Ponomah Company's store, where the track is discontinued, is not a modal change in or modification of said plans, or within the power and jurisdiction of said Selectmen to make, but said pretended condition is wholly illegal, unjust, unreasonable, and without the jurisdiction of said Selectmen.

“2. Appeal is taken from that portion of the order marked (b) above, because the pretended condition requiring your petitioner to pay the expense of the removal and relocation of the poles, wires, and equipment of the Southern New England Telephone Company, and that the track of your petitioner shall not be laid or suffered to remain in said Norwich Avenue if it shall refuse to pay the total expense of said removal and relocation, is not a modal change in or modification of said plans, or within the power and jurisdiction of said Selectmen to make, but said pretended condition is wholly illegal, unjust, unreasonable, and without the jurisdiction of said Selectmen.”

The petition was heard at this office on December 1, 1909, when the town of Norwich filed its motion to dismiss part of said appeal, which motion was as follows:

“Motion by the Town of Norwich to Dismiss Part of said Appeal.

“The town of Norwich respectfully moves this Board that the said appeal, in so far as it relates to the portion of an order claimed to have been made by the Selectmen of said town on October 19, 1909, and set out in paragraph marked (a) of the appeal, together with all of paragraph marked 1 of the reasons of appeal, relating to the matter contained in said paragraph (a), be dismissed and not heard, because it appears from the record presenting said appeal, to wit, Exhibit B:

"1. That no decision, order, or direction was made October 19, 1909, accepting and adopting any plan which reaffirmed or embodied in it, as a part thereof, the order of said Selectmen of May 21, 1909.

"2. That an attempt is made to appeal from a decision, order, and direction rendered May 21, 1909, although more than thirty days had elapsed between said May 21, 1909, and the date of this pretended appeal, which was November 5, 1909.

"3. That in the action taken by said Selectmen on October 19, 1909, no order or direction whatsoever was made except with reference to the removal of its property by The Southern New England Telephone Company from the way or place on the highway required by said The New York, New Haven & Hartford Railroad Company for laying its track under the said order passed May 21, 1909, from which order no appeal was taken within the time allowed by law."

"By JOSEPH T. FANNING,
Its Attorney."

The above "motion was sustained because it appeared that there was an acceptance on the part of the petitioner of the plan and the modifications thereof as shown in the order of the Selectmen, rendered May 21, 1909; that no appeal was taken within thirty days, and that the petitioner, through its agent for its street railway in the town of Norwich, commenced the work of construction in accordance with said plans."

On December 20, 1909, we issued our finding as follows:

"The petitioner complains that the Selectmen acted illegally, etc., in ordering that the cost of the removal of telephone poles be paid for by the petitioner."

"The petitioner desired to lay its tracks in a highway in the town of Norwich. The poles of the Southern New England Telephone Company had to be moved and relocated solely that the petitioner might construct its street railway. The Selectmen ordered the owner of such poles to remove them and also gave them a specific relocation. Their order to remove was admittedly legal and given to the only party the Selectmen were authorized to order to do the work of such removal. In ordering that the petitioner should pay the expense of such removal they were only saying that the petitioner in locating or relocating its tracks should pay the cost incident to carrying out the orders of the Selectmen. We deem this equitable and lawful and the appeal is dismissed."

APPEAL OF THE SHORE LINE ELECTRIC RAILWAY
COMPANY FROM THE DECISION, DENIAL, ORDER,
OR DIRECTION OF THE SELECTMEN OF THE TOWN
OF GUILFORD, CONNECTICUT.

*To the Honorable Board of Railroad Commissioners of the State
of Connecticut:*

The petition and appeal of The Shore Line Electric Railway
Company respectfully represents:

"1. That on September 10, 1909, the petitioner and appellant, a corporation chartered by the General Assembly of the State of Connecticut, for the purpose of operating street railways upon highways and private grounds within certain towns of this state, including Guilford, presented to the Selectmen of said town a plan which it had caused to be made showing the highways in said town in and through which it proposed to lay its tracks, the location of the same as to grade, the center lines of such highways, and such changes as were proposed to be made in such highways, a copy of which notice to such Selectmen and a copy of said plans are annexed hereto and made part of this paragraph.

"2. Said Selectmen after public notice and a hearing of all persons interested therein, and within sixty days after such presentation of such plans, to wit, on November 9, 1909, notified your petitioner and appellant in writing of their decision thereon, and of such modifications in such plans as they had made. A copy of such written decision is hereto annexed and made part of this paragraph.

"3. Wherefore this petitioner and appellant being affected by such decision and aggrieved thereby, within thirty days from the service upon this petitioner of such decision, hereby appeals from certain portions of such decision, and states specifically the portions of such decision appealed from and the reasons of such appeal, as follows:

"(1) That portion of such decision which is in fact a condition of such decision and is entitled 'First,' to the effect that at all points where the tracks of said railway enter or leave the highway, and at all points where the said tracks pass across or over any highway, the company shall place, erect, and maintain, at its own expense, a proper light; and for reasons of appeal from such condition the petitioner and appellant alleges that the Selectmen of said

town of Guilford, are not only without authority and jurisdiction to annex such a condition to said decision, but that the same is unjust and inequitable, and an unfair and improper burden to be placed upon the petitioner as an operator of a street railway.

"(2) As to that condition made by said Selectmen as a part of their said decision entitled 'Sixth,' to the effect that at all points where the tracks of said railway cross any highway so as to make necessary any change therein the grade of the highway after such change is made shall be not more than a two per cent. grade, or to the satisfaction of the Selectmen; and for reasons of appeal this petitioner and appellant alleges that such grade in most cases is prohibitive, and secondly, that such grade is unnecessary to the public travel, and casts upon the petitioner and appellant too great a financial burden.

"(3) As to that condition of said decision entitled 'Seventh,' requiring at the point shown on Plan 12-21, a width of roadway to be left north of the north rail of said railway suitable for travel at least fifteen feet wide, with a shoulder three feet wide; and for reasons of appeal this petitioner and appellant alleges that such limit for such traveled roadway should be not more than twelve feet, which is all that the law requires.'

"(4) As to that portion of said decision entitled 'Ninth,' to the effect that the roadway at grade shall be so filled and graded as to be not more than two per cent., or to the satisfaction of the Selectmen; and for reasons of said appeal this petitioner and appellant alleges that such grade is unnecessarily expensive, and that it is especially unnecessary at this point as the road in question is very little traveled, runs practically to a dead end at Mulberry Point, and if a new road is built of the same width as the present it should be sufficient for all public necessities.

"(5) As to that condition of such decision entitled 'Twelfth,' to the effect that where said railway is shown to enter upon the highway west of the borough as appears in Plan 14-21, the layout shall be so changed as to keep said tracks entirely outside of the highway, and for reasons of appeal the petitioner and appellant alleges that the Selectmen are entirely without jurisdiction to order the petitioner to keep its tracks out of a public highway and secure a private right of way for the purpose.

"THE SHORE LINE ELECTRIC RAILWAY
COMPANY,

"By GROSS, HYDE & SHIPMAN,
"*Its Attorneys.*"

Nov. 29, 1909.

Upon which petition and appeal we issued the following order of notice for hearing:

STATE OF CONNECTICUT.

Office of the Railroad Commissioners.

HARTFORD, December 9, 1909.

Upon the foregoing petition and appeal it is ordered that the same be heard at the office of the Railroad Commissioners in Hartford, on Wednesday, December 15, 1909, at eleven o'clock A. M., and that notice thereof be given to the petitioner and to the town of Guilford, by Henry F. Billings, by depositing in the postoffice in Hartford, postage paid, true and attested copies of said petition and of this order, addressed one to the Shore Line Electric Railway Company, New Haven, Conn., and one to the Selectmen of the Town of Guilford, Guilford, Conn., on or before the 9th day of December, inst.

ANDREW F. GATES,
WM. O. SEYMOUR,
E. J. DOOLITTLE,
Railroad Commissioners.

And on said December 15, 1909, we met at the time and place named in said order of notice, when said appellant and said town appeared and were heard, and said matter was continued to January 5, 1910, at Guilford, on which date two members of the board met the parties interested, and said matter was continued from time to time until April 20th, when, after careful consideration we issued the following finding:

The matters involved in this appeal are:

"1. A condition was imposed to the effect that at all points where the tracks of said railway enter or leave the highway, and at all points where said tracks pass across or over any highway, the company shall place, erect, and maintain, at its own expense, a proper light.

"We believe that the principle governing this question may be stated as follows:

"Lights shall be established and operated at such points as the construction and operation of a street railway creates a dangerous situation, which may be lessened by establishing and maintaining such lights."

"We therefore deem it equitable, and find and order that the petitioner shall place and maintain lights at the six following points in the town of Guilford.

"(a) Where the tracks of said railway cross the highway south of the Leete's Island railroad station.

"(b) Where the tracks of said railway cross the second or middle of the three highways leading from the main highway to Sachem's Head.

"(c) Where the tracks of said railway cross the highway leading to Mulberry Point.

"(d) At the westerly point where the tracks of said railway enter the highway west of the house of Elmer Anderson.

"(e) At the easterly point where the tracks of said railway leave the highway east of the house of said Elmer Anderson.

"(f) At the point west of Jones' Bridge, or Causeway, where the tracks of the railway enter and leave the highway.

"2. A condition was imposed to the effect that at all points where the tracks of said railway cross any highway so as to make necessary any change therein, the grade of the highway, after such change is made, shall not be more than a two per cent. grade, or to the satisfaction of the Selectmen.

"To impose a two per cent. grade at all points where the tracks of a street railway crosses the highway we deem inequitable, but we believe that the further provision 'or to the satisfaction of the Selectmen' saves the situation, and in the lack of a specific grievance involving an actual burden on the petitioner, we shall now modify this condition only thus far by adding after the word 'Selectmen' the words 'or to the satisfaction of this Commission.' We make this provision because by virtue of the appeal the matter is out of the hands of the Selectmen of the town of Guilford, except by mutual arrangement with the petitioning company.

"3. A condition was imposed requiring that at the point shown on Plan 12-21, a roadway be left north of the north rail of said railway suitable for travel, at least fifteen feet wide with a shoulder three feet wide.

"We deem that this condition is equitable, reasonable and lawful.

"4. A condition was imposed to the effect that the roadway at grade shall be so filled and graded as to be not more than two per cent. or to the satisfaction of the Selectmen.

"We deem it equitable to add after the word 'Selectmen' the words 'or to the satisfaction of this Commission,' for the reasons as given in condition No. 2.

"5. A condition was imposed to the effect that where said railway is shown to enter upon the highway west of the borough as

appears in Plan 14-21, the layout shall be so changed as to keep said tracks entirely outside of the highway.

"The General Assembly in granting a charter to The Shore Line Electric Railway Company gave said company the right to locate and construct and operate an electric railway, 'following said shore road or private right of way as may be deemed most expedient.'

"The Selectmen of the town of Guilford evidently believed that a more expedient route to construct the electric railway was on private lands in the close vicinity of the highway.

"We believe if the question of expediency was left to this board to determine, we would find that the construction of the street railway at this point should be on private lands. We believe, however, and find that the provision 'as may be deemed most expedient' means whichever alternative route the company, through its directors, may select for the location of their railway.

"Our Supreme Court has said, 'The location of a railway by a street railway company, whose charter does not itself fully prescribe the precise location, is the definite and final selection and demarcation of its route by its board of directors.

"We find, therefore, that the petitioner has a lawful right to a layout in the highway, and it is our duty to give them such layout, but to require such changes in the highway as will guard other public uses of the highway.

"We therefore deem it equitable, and do find, order, and direct, that the petitioner, The Shore Line Electric Railway Company, may construct its electric railway in the highway in question in the town of Guilford, and that such construction shall be according to plans on file in this office, and marked 'Special Map, Jones' Bridge, The Shore Line Electric Railway Company, Guilford, Connecticut, Feb., 1910,' subject to the following conditions, which we hereby impose on said petitioners:

"Viz.: At and in the vicinity of the point where the petitioner's railway enters the highway near Jones' Bridge, the petitioner shall widen the roadway on the south, filling in so as to do away with the curve which now exists at the west end of the causeway, making the southerly line of the roadway run along the line from the abutments that now exist south of the roadway to the first of the trees on the southerly side of the road, and the roadway filled in and properly supported by an abutment or bulkhead, and substantially fenced or railed on the south side, so that a clear roadway which could be used for travel, twenty (20) feet wide, be left south of the south line of the track.

"We therefore deem it equitable, and do find, order, and direct, that the petitioner, The Shore Line Electric Railway Company, may construct its railway in the highways in the town of Guilford, and that the location of its tracks, as to grade and center line in highway, be as approved by the Selectmen of the town of Guilford, except as they have been modified herein, all of which is shown on a map marked 'Map of Proposed location of the Shore Line Electric Railway. Guilford, Conn. Scale 200' to an inch. November, 1909.' 'The Shore Line Electric Railway. Guilford, Conn. Hor. Scale 200' to an inch. Ver. Scale 20' to an inch. A. Wm. Sperry.'

"Map of the Proposed Location of The Shore Line Electric Railway, Guilford, Connecticut. Scale 50 feet to an inch. Sept., 1909.

"The Shore Line Electric Railway, Guilford, Conn. Scale $\frac{5}{16}$ feet to an inch. 1909. A. Wm. Sperry, Chief Engineer. 1-21.

"The Shore Line Electric Railway, Guilford, Conn. Scale $\frac{5}{16}$ feet to an inch. 1909. A. Wm. Sperry, Chief Engineer. 2-21.

"The Shore Line Electric Railway, Guilford, Conn. Scale $\frac{5}{16}$ feet to an inch. 1909. A. Wm. Sperry, Chief Engineer. 3-21.

"The Shore Line Electric Railway, Guilford, Conn. Scale $\frac{5}{16}$ feet to an inch. 1909. A. Wm. Sperry, Chief Engineer. 7-21.

"The Shore Line Electric Railway, Guilford, Conn. Scale $\frac{5}{16}$ feet to an inch. 1909. A. Wm. Sperry, Chief Engineer. 8-21.

"The Shore Line Electric Railway, Guilford, Conn. Scale $\frac{5}{16}$ feet to an inch. 1909. A. Wm. Sperry, Chief Engineer. 12-21.

"The Shore Line Electric Railway, Guilford, Conn. Scale $\frac{5}{16}$ feet to an inch. 1909. A. Wm. Sperry, Chief Engineer. 13-21.

"The Shore Line Electric Railway, Guilford, Conn. Scale $\frac{5}{16}$ feet to an inch. 1909. A. Wm. Sperry, Chief Engineer. 14-21.

"The Shore Line Electric Railway, Guilford, Conn. Scale $\frac{5}{16}$ feet to an inch. 1909. A. Wm. Sperry, Chief Engineer. 15-21.

"The Shore Line Electric Railway, Guilford, Conn. Scale $\frac{5}{16}$ feet to an inch. 1909. A. Wm. Sperry, Chief Engineer. 16-21.

"The Shore Line Electric Railway, Guilford, Conn. Scale $\frac{5}{16}$ feet to an inch. 1909. A. Wm. Sperry, Chief Engineer. 17-21.

"The Shore Line Electric Railway, Guilford, Conn. Scale $\frac{5}{16}$ feet to an inch. 1909. A. Wm. Sperry, Chief Engineer. 18-21.

"And also on map marked 'Special Map,' 'Jones' Bridge.' The Shore Line Electric Railway, May 1910."

PETITION OF RAILWAY COMPANY TO SELECTMEN.

To the Honorable Selectmen of the Town of Guilford:

The Shore Line Electric Railway Company, a corporation chartered by the General Assembly of the State of Connecticut, for the purpose of operating a street railway, herewith, and before said company has proceeded to construct any part of such railway within the town of Guilford, has caused a plan to be made showing the highway or highways within said town, in and through which it proposes to lay its tracks, the location of the same as to grade, and the center line of said highways, and such changes as are proposed to be made in said highways.

Said Shore Line Electric Railway Company hereby presents such plan to you, the Honorable Selectmen of said town of Guilford, and requests the acceptance or adoption of such plan, or the making of such modifications therein as shall seem to you proper, including the directions as to the placing or locating of its tracks, wires, conductors, fixtures, and other permanent structures of such highway in the highways within said town of Guilford, in accordance with the statute in such case made and provided.

Dated at Hartford, this day of September, 1909.

THE SHORE LINE ELECTRIC RAILWAY
COMPANY,

By GROSS, HYDE & SHIPMAN,
Its Attorneys.

THE DECISION OF THE SELECTMEN OF THE TOWN OF GUILFORD, CONNECTICUT, ON THE APPLICATION OF THE SHORE LINE ELECTRIC RAILWAY COMPANY FOR PERMISSION TO LOCATE ITS TRACKS AND FIXTURES WITHIN SAID TOWN OF GUILFORD, AND FOR THE APPROVAL OF ITS PLANS.

"Whereas, The Shore Line Electric Railway Company, on September 10, 1909, made an application to the Selectmen of Guilford for permission to locate its tracks in said town, and filed therewith its plan of location of its proposed railway; and

"Whereas, pursuant to law, said Board of Selectmen gave public notice that a public hearing would be held by the Board of Selectmen upon said application at the Town Hall, in said Guilford, on the 26th day of October, 1909, at 2 o'clock in the afternoon; and

"Whereas, said public hearing was duly held at said time and place when the applicant and all persons appearing and desiring to be heard were heard;

"Now, therefore, we, the Selectmen of said town of Guilford, do make our decision accepting and adopting said plan, subject to the modifications and conditions hereinafter set forth:

"First. That at all points where the tracks of said railway enters or leaves the highway, and at all points where said tracks pass across or over any highway, said company shall place, erect, and maintain, at its own expense, a proper light.

"Second. Where the tracks of said railway pass under the east highway leading to Sachem's Head, near the house of Samuel Barker, the sides of the highway shall be guarded by proper railing.

"Third. For all damage to private property arising from the construction of said railway tracks, said The Shore Line Electric Railway Company will be solely responsible, and will save and hold the town of Guilford free and harmless from all loss, cost, or damage by reason thereof.

"Fourth. That in all cases where said railway is laid within or crosses any highway any approaches to the property of adjoining owners shall be properly graded so as to be easy and safe of access.

"Fifth. That at all points where said railway tracks cross any highways, suitable warning sign boards shall be erected and maintained by said company at each side of said crossing.

"Sixth. That at all points where the tracks of said railway cross any highway so as to make necessary any change therein, the grade of the highway after such change is made shall be not more than a two per cent. grade, or to the satisfaction of the Selectmen.

"Seventh. That at the point shown on Plan 12-21, west and north of the property of Elmer Anderson, if the track is laid within the highway on the south side thereof, there shall be left north of the north rail of said railway a roadway suitable for travel, at least fifteen (15) feet wide with a shoulder three (3) feet wide, the outer or northerly edge of said shoulder to be not less than six (6) and not more than ten (10) inches lower than the center of the highway. Also a proper and sufficient gutter to be constructed and maintained on the south side of the highway.

"Eighth. That at the part of the shore at Leete's Island, shown on Plan 4-21, called on the plan Little Harbor, commonly known as Island Bay, the tracks of said railway shall cross the highway leading to the shore at a point substantially ten (10) feet northerly of a small group of trees on the land of Roger C. Leete, easterly of said highway.

"Ninth. That the crossing of the tracks of said railway over the highway leading to Mulberry Point, shown on Plan 12-21, in-

stead of being by a bridge as appears in said plan shall be a grade; the said highway to be filled and graded as is necessary by said railway company. The grade of said roadway so filled and graded to be not more than two (2%) per cent., or to the satisfaction of the Selectmen, including the strip northerly from said crossing to a point substantially opposite the barn owned by Mr. Barnard on the west side of said road.

"The roadway so constructed to have a clear driveway of fourteen (14) feet in width, a shoulder on each side three (3) feet in width, the outer edge of said shoulder to be not more than six (6) inches below the level of said roadway, and the slope from said shoulder to be on a grade of substantially fifty (50%) per cent., or a drop of one (1) foot for each two feet in width; said company to erect and maintain railings along said roadway as required by the Selectmen.

"Tenth. Where said railway crosses the main highway near the Mulberry Point road, shown on Plan 12-21, the bridge over said highway shall be so constructed as to allow not less than thirteen (13) feet clear head room.

"Said railway company in changing said highway, as necessary at said point, is to leave the highway in good condition as to grade to the satisfaction of the Selectmen.

"Eleventh. Where the tracks of said railway occupy the easterly side of the back road from Mulberry Point to Guilford, shown on Plan 12-21, and the traveled part of said highway is to be moved westerly, said traveled part of the highway when changed shall be at least fourteen (14) feet wide with suitable shoulders.

"Twelfth. That where said railway is shown to enter upon the highway west of the borough, as appears in Plan 14-21, the layout shall be so changed as to keep said tracks entirely outside of the highway.

"Dated this 9th day of November, 1909, within sixty days after the presentation of said plan.

CALVIN M. LEETE,
RALPH D. BARTLETT,
WILLIAM L. STONE,

Selectmen of the Town of Guilford."

APPEAL OF THE SHORE LINE ELECTRIC RAILWAY
COMPANY FROM THE DECISION OF THE WARDEN
AND BURGESSES OF THE BOROUGH OF GUILFORD,
CONNECTICUT.

*To the Honorable Board of Railroad Commissioners of the State
of Connecticut:*

The petition and appeal of The Shore Line Electric Railway Company respectfully represents:

"1. That on September 10, 1909, the petitioner and appellant, a corporation chartered by the General Assembly of the State of Connecticut, for the purpose of operating street railways upon highways and private grounds within certain towns of this state, including Guilford, presented to the Warden and Burgesses of the borough a plan which it had caused to be made showing the highways in said borough in and through which it proposed to lay its tracks, the location of the same as to grade, the center lines of such highways, and such changes as were proposed to be made in such highways, a copy of which notice to such Warden and Burgesses and a copy of said plans are annexed hereto and made part of this paragraph.

"2. Said Warden and Burgesses after public notice and a hearing of all persons interested therein, and within sixty days after such presentation of such plans, to wit, on November 9, 1909, notified your petitioner and appellant in writing of their decision thereon and of such modifications in such plans as they had made. A copy of such written decision is hereto annexed and made part of this paragraph.

"3. Wherefore this petitioner and appellant being affected by such decision and aggrieved thereby, within thirty days from the service upon this petitioner of such decision, hereby appeals from certain portions of such decision, and states specifically the portions of such decision appealed from and the reasons of such appeal, as follows, viz.:

"The portions of such decision appealed from are: 'The poles shall be painted every three years;' and 'That twelve lights be placed at corners designated by the borough officers;' and for reasons of appeal this petitioner and appellant alleges that the Warden and Burgesses of said borough are without authority or jurisdiction to direct as to the repair of the superstructure of said railway, and without any jurisdiction to require as a condition of the operation by such railway of the highways in said borough that it

shall furnish lights for the benefit of the inhabitants of said borough.

"THE SHORE LINE ELECTRIC RAILWAY
"COMPANY,

"By GROSS, HYDE & SHIPMAN,

"*Its Attorneys.*"

Nov. 29, 1909.

Upon which petition and appeal we issued the following order of notice for hearing:

STATE OF CONNECTICUT.

Office of the Railroad Commissioners.

HARTFORD, December 9, 1909.

Upon the foregoing petition and appeal it is ordered that the same be heard at the office of the Railroad Commissioners in Hartford, on Wednesday, December 15, 1909, at eleven o'clock A. M., and that notice thereof be given to the petitioner and to the Borough of Guilford, by Henry F. Billings, by depositing in the postoffice in Hartford, postage paid, true and attested copies of said petition and appeal, and of this order addressed one to the Shore Line Electric Railway Company, New Haven, Conn., and one to the Warden and Burgesses of the Borough of Guilford, Guilford, Conn., on or before the 9th day of December, inst.

ANDREW F. GATES,

WM. O. SEYMOUR,

E. J. DOOLITTLE,

Railroad Commissioners.

And on said December 15, 1909, we met at the time and place named in said order of notice, when said petitioner and said borough appeared and were heard, and said matter was continued until April 20th, when, after careful consideration, we issued the following finding:

But two matters are involved in the appeal of The Shore Line Electric Railway Company from the decision of the Warden and Burgesses of the borough of Guilford, locating the lines of the petitioner's electric railway in the highways within the borough limits:

"1. The condition was imposed that the poles used in the construction of the petitioner's railway be painted every three years.

"This is a matter left by statute entirely within the jurisdiction

of this Commission, and will be passed upon in our approval of the method of construction of the petitioner's electric railway.

"2. The condition was imposed that 'twelve lights' be placed at corners designated by the borough officers.

"We believe the principle governing this matter is as follows: That lights should be established and operated at such points as the construction and operation of the street railway creates a dangerous situation, which dangers may be lessened by establishing and maintaining lights.

"We therefore find and order, that the petitioner place and maintain lights at the three following points in the borough of Guilford:

"(a) Where the tracks of said railway leave the east end of Jones' Bridge and enter Water Street at the westerly boundary of said borough.

"(b) Where the tracks of said railway leave Boston Street to enter upon private right of way, just west of the East Creek Bridge.

"(c) Where the tracks of said railway enter the highway just east of Jones' Bridge or causeway.

"We therefore deem it equitable, and do find, order, and direct, that the petitioner The Shore Line Electric Railway Company, may construct its electric railway in the highways within the borough of Guilford, in accordance with the plans submitted to and approved by the Warden and Burgesses of the borough of Guilford, except as we have herein modified them.

"A copy of the foregoing plans are filed in this office and are marked 'Map of the Proposed Location of The Shore Line Electric Railway. Guilford, Connecticut. Scale 200 feet to an inch. Nov., 1909.'

"The Shore Line Electric Railway. Guilford, Conn. Horizontal Scale 200 feet to an inch. Vertical Scale 20 feet to an inch. A. Wm. Sperry, Chief Engineer. 2-26.

"The Shore Line Electric Railway. Guilford, Conn. Horizontal Scale 200 feet to an inch. Vertical Scale 20 feet to an inch. A. Wm. Sperry, Chief Engineer. 3-26.

"The Shore Line Electric Railway. Guilford, Conn. Horizontal Scale 200 feet to an inch. Vertical Scale 20 feet to an inch. A. Wm. Sperry, Chief Engineer. 4-26.

"The Shore Line Electric Railway. Guilford, Conn. Scale 200 feet to an inch. 1907. A. Wm. Sperry, Chief Engineer. 5-26."

PETITION OF SHORE LINE ELECTRIC RAILWAY COMPANY TO WARDEN AND BURGESSES.

To the Honorable Warden and Burgesses of the Borough of Guilford:

The Shore Line Electric Railway Company, a corporation chartered by the General Assembly of the State of Connecticut, for the purpose of operating a street railway, herewith, and before said company has proceeded to construct any part of such railway within the borough of Guilford, has caused a plan to be made showing the highway or highways within said borough in and through which it proposes to lay its tracks, the location of the same as to grade, and the center line of said highways, and such changes as are proposed to be made in said highways.

Said Shore Line Electric Railway Company hereby presents such plan to you, the Honorable Warden and Burgesses of said borough of Guilford, and requests the acceptance or adoption of such plan, or the making of such modifications therein as shall seem to you proper, including the direction as to the placing or locating of its tracks, wires, conductors, fixtures, and other permanent structures of such railway in the highways within said borough of Guilford, in accordance with the statute in such case made and provided.

Dated at Hartford, this . . . day of September, 1909.

THE SHORE LINE ELECTRIC RAILWAY
COMPANY,

By GROSS, HYDE & SHIPMAN,
Its Attorneys.

THE DECISION OF THE BOARD OF WARDEN AND BURGESSES OF THE BOROUGH OF GUILFORD, CONNECTICUT, ON THE APPLICATION OF THE SHORE LINE ELECTRIC RAILWAY COMPANY FOR PERMISSION TO LOCATE ITS TRACKS AND FIXTURES WITHIN SAID BOROUGH OF GUILFORD, AND FOR THE APPROVAL OF ITS PLANS.

"Whereas, The Shore Line Electric Railway Company on September 10, 1909, made an application to the Warden and Burgesses of Guilford for permission to locate its tracks in said borough, and filed therewith its plan of location of its proposed railway; and

"Whereas, pursuant to law, said Board of Warden and Burgesses gave public notice that a public hearing would be held by the Board of Warden and Burgesses upon said application at the Town Hall,

in said Guilford, on the 26th day of October, 1909, at 2 o'clock in the afternoon; and

"Whereas, said public hearing was duly held at said time and place when the applicant and all persons appearing and desiring to be heard were heard;

"Now, therefore, we, the Warden and Burgesses of said borough of Guilford, do make our decision accepting and adopting said plan, subject to the modification and conditions hereinafter set forth:

"On the Long Hill Road the location shall be changed from the east side to the west side of the road, and center line to be nine feet easterly of the row of large maple trees;

"That the tracks be in the center of the road along Broad Street;

"That along the west side of the Green the location shall be changed so that the center line between tracks shall be about seventeen feet west of the proposed curb on the west side of the Green;

"That on the south side of the Green the center line between the main track shall be seventeen feet south of the curb along the south side;

"That in Water Street the tracks shall be located in the center of the traveled way east of Jones' Bridge instead of on the north side of the road, and we protest using the highway west of Jones' Bridge;

"That in Boston Street from the Green easterly to the cemetery the tracks shall be located in the center of the proposed traveled way instead of on the south side;

"That at the Rev. George C. Griswold's place the bank shall be cut off to a line between the two electric light poles;

"That the ledge just east of the Geo. Rolph house be cut back to the line of the electric light poles, and filled to the same lines;

"That the roadway opposite the large tree at the east end of the Rev. Geo. C. Griswold's place shall be graded back to the north fence line of the highway, this necessitating the changing of the hydrant;

"At the Harry Dudley place the high ledge is to be down to the level of the roadway and five feet back from the face of the ledge as marked, and hollow filled on the same line west of said place;

"At the southwest corner of the Green where the tracks branch east, west, and north, the location of the same is to be changed to conform to the plan as outlined to the engineer of the railway by the Warden and Burgesses, and said railway company is to submit a new plan for their approval;

"That in all places where the location of the tracks is changed from the side of the road to center, permission is hereby granted for erection of poles on the opposite side of the street for the necessary span wires and fixtures."

Dated this 9th day of November, 1909, within sixty days after the presentation of said plan.

CHARLES H. DAVIS,
Warden.

EDWARD ELIOT,
R. H. NORTON,
J. C. POTTER,
M. J. SULLIVAN,
WM. P. FOWLER,
Burgesses.

(Written on the back of the first page.)

"The poles shall be painted every three years;

"That twelve lights be placed at corners designated by the borough officers."

TOWN OF GUILFORD.

On the 9th day of September, 1909, Lottie I. Norton and Cynthia C. Norton presented their appeal from the decision of the Selectmen of the town of Guilford and the Warden and Burgesses of the borough of Guilford, from the decision of the Selectmen of said town and the Warden and Burgesses of said borough approving the location and grade of the Shore Line Electric Railway Company's line in the highway in front of the premises owned by them.

And said appeal was heard on Wednesday, December 15, 1909, and was continued from time to time until April 20, 1910, and was disposed of by approving the petition of said company as to its location and method of construction, and a finding issued to that effect on April 30, 1910, when the foregoing appeals were dismissed.

APPEAL OF THE CONNECTICUT COMPANY FROM THE ACTION OF THE MAYOR AND BOARD OF ALDERMEN OF THE CITY OF NEW HAVEN REFUSING TO APPROVE AND ACCEPT THE PLANS OF SAID CONNECTICUT COMPANY RELATIVE TO THE LOCATION OF TRACKS IN GRAND AVENUE, NEW HAVEN, CONNECTICUT.

To the Honorable Board of Railroad Commissioners of the State of Connecticut:

The Connecticut Company, a street railway corporation, specially chartered by the General Assembly of the State of Connecticut, and having its corporate office in the city of New Haven, in said State, respectfully represents:

"1. That it owns and operates a street railway system in said city of New Haven.

"2. That on May 2, 1910, by petition of that date, said The Connecticut Company made application to the Mayor and Board of Aldermen of said city of New Haven for the approval of plans therewith submitted, to relocate its tracks on Grand Avenue, a highway in said city, from a point near Artizan Street to a point near Mill River Bridge, so-called, on ten foot centers, as shown upon a blue print plan entitled 'The Connecticut Company, New Haven Lines, Proposed Location of Tracks on Grand Avenue between Artizan St. and Mill River Bridge, New Haven, Ct. Scale 1" equals 40', April 28, 1910,' a copy of which petition is hereto annexed, marked 'Exhibit A.'

"3. That at various times thereafter, and within sixty days from said date, after public notice, said Mayor and Board of Aldermen proceeded to a hearing of all persons interested in said plans, and within said period of sixty days, to wit, on June 27, 1910, notified said company of their decision thereon, refusing to accept and adopt said plans, and denying said petition.

"Wherefore, said Connecticut Company appeals from the denial and refusal of said Mayor and Court of Common Council of said city of New Haven, to accept and adopt said plans, and from the denial and refusal to grant said petition; public convenience, and the safe and proper operation of said cars of said company requiring the relocation of said tracks in said highway, as prayed for in said petition and shown on said plan.

"Wherefore, your petitioner prays that your Honorable Board will cause such notice as you shall deem reasonable to be given to

said Mayor and Board of Aldermen of said city of New Haven, of the time and place of appearance, to answer to the foregoing petition and, upon due hearing, make such orders in reference to the aforesaid matters and affected by this appeal as you may deem equitable.

“Dated at New Haven, Connecticut, this 7th day of July, 1910.

“THE CONNECTICUT COMPANY,

“By BENJAMIN I. SPOCK,

“*Its Attorneys.*”

Upon which we made the following order of notice for hearing, to wit:

STATE OF CONNECTICUT.

Office of the Railroad Commissioners.

HARTFORD, July 8, 1910.

Upon the foregoing petition it is ordered that the same be heard at the office of the Railroad Commissioners in Hartford, on Wednesday, July 13, 1910, at eleven o'clock A. M., and that notice thereof be given to the petitioner and to the city of New Haven, by Henry F. Billings, by depositing in the postoffice in Hartford, postage paid, true and attested copies of said petition and of this order addressed one to John G. Parker, Secretary of the Connecticut Company, New Haven, Conn., and one to the Mayor and Board of Aldermen of the city of New Haven, New Haven, Conn., on or before the 8th day of July, inst.

ANDREW F. GATES,

WM. O. SEYMOUR,

E. J. DOOLITTLE,

Railroad Commissioners.

And on said July 13, 1910, we met at the time and place named in said order of notice, when said petitioner and said city of New Haven and residents of New Haven appeared and were heard.

And now on consideration we find and order as follows:

“This matter is an appeal from the refusal of the Mayor and Common Council of the city of New Haven to approve the location of the petitioner's double track line of street railway in Grand Avenue. It appears that such refusal was made because the plans of the petitioner's street railway called for ‘ten foot centers’ instead of nine foot centers, which is the present method of construction. Grand Avenue in that part where the petitioner desires

to lay its tracks varies in width from thirty feet to forty-six feet. For a short distance in the narrowest part of this street where the petitioner reconstructed its tracks recently, said reconstruction was done with ten foot centers. A clearance of nine feet of wrought highway is left between the outer rail and the curb. While double track street railways constructed with nine foot centers were suitable for the operation of the equipment used years ago, the safety of the public using the large cars of today is much conserved by the construction of street railway tracks with ten foot centers. We feel that this commission in granting approval for the construction of street railway tracks should do it within the limitations imposed by statute with due regard for the safety of passengers using the equipment on such tracks.

"We therefore, order and direct, that the Connecticut Company for public convenience and the safe and proper operation of its cars, relocate and construct its tracks in said highway as prayed for in its petition, all of which is shown on a blue print map filed in this office and marked 'The Connecticut Co. New Haven Lines. Proposed Location of Tracks on Grand Avenue Between Artizan St. & Mill River Bridge. New Haven, Ct. Scale 1" = 40'. April 28, 1910. Drawn by M. J. Approved, C. C. Elwell, Engineer.'"

PETITION OF CONNECTICUT COMPANY TO MAYOR AND BOARD OF ALDERMEN.

*To the Honorable Mayor and Board of Aldermen of the City of
New Haven, Connecticut:*

The petition of The Connecticut Company respectfully represents:

"1. That it is a company organized and existing under and by virtue of a charter granted by the General Assembly of the State of Connecticut, for the purpose of constructing and operating street railways, and having its principal office at New Haven, in said state.

"2. That it has the right to relocate its tracks on Grand Avenue from a point near Artizan Street to a point near Mill River Bridge.

"3. That it has caused a plan to be made showing the highways in and through which it proposes to lay its tracks, and the location of the same as to grade and the center line of said highways, the location of poles and other permanent structures of such railway in said highways, also the permanent structures therein,

not of this company, affected by the proposed location of such railway, and such changes as are proposed to be made in such highways, which plan is entitled 'The Connecticut Company. New Haven Lines. Proposed Location of Tracks on Grand Avenue between Artizan St. and Mill River Bridge, New Haven, Ct. Scale 1" equals 40', April 28, 1910.'

"Wherefore it prays your Honorable Body, after public notice and hearing thereon, to accept and adopt said plan, and make all necessary orders for the removal and relocation of said permanent structures not of this company in said highways, to render available the location of said railway and its structures as approved by your Honorable Board.

"Dated at New Haven, Conn., this 2d day of May, 1910.

"THE CONNECTICUT COMPANY,

"BY F. P. HARLAN,
"Act. Mgr."

APPEAL OF THE SHORE LINE ELECTRIC RAILWAY
COMPANY FROM THE NEGLECT OF THE SELECT-
MEN OF THE TOWN OF BRANFORD TO APPROVE
OR DISAPPROVE OF THE PLANS PRESENTED BY
SAID COMPANY.

*To the Honorable Board of Railroad Commissioners of the State of
Connecticut:*

Your petitioner, The Shore Line Electric Railway Company, a corporation chartered by the General Assembly of the State of Connecticut, for the purpose of operating a street railway in the town of Branford and other towns, respectfully represents that it caused a plan to be made showing the highway or highways within said town in and through which it proposed to lay its tracks, the location of the same as to grade and the center line of said highways, and such changes as were proposed to be made in said highway; that it presented said plan to the Selectmen of the town of Branford under date of July 22, 1910, and requested the acceptance or adoption of said plan or the making of such modifications therein as should seem to them proper in accordance with section one of chapter two hundred and forty-four of the laws of 1905. Said Selectmen have not notified your petitioner in writing of their decision thereon, and the period of sixty days has expired since the presentation of said plan of your petitioner to said Selectmen

of the town of Branford: Now, Therefore, in conformity to section 3832 of the General Statutes, and within ninety days of the filing of said petition and plan as aforesaid, and within thirty days after the expiration of said period of sixty days within which said Selectmen did not send written notice to your petitioner of any action by them on said plan and petition, this company appeals from said non-action of said Selectmen to your Honorable Board, and for reasons of appeal alleges that said Board of Selectmen erred in not approving the plan and granting the petition as prayed for. A copy of said petition to said Board of Selectmen and a copy of said plan as annexed to said original petition are hereto annexed and made part hereof.

Dated at Hartford, this 8th day of October, 1910.

THE SHORE LINE ELECTRIC RAILWAY
COMPANY,

By GROSS, HYDE & SHIPMAN,
Its Attorneys.

Upon which we made the following order of notice for hearing, to wit:

STATE OF CONNECTICUT.

Office of the Railroad Commissioners.

HARTFORD, October 21, 1910.

Upon the foregoing petition it is ordered that the same be heard at the office of the Railroad Commissioners in Hartford, on Wednesday, October 26, 1910, at eleven o'clock A. M., and that notice thereof be given to the petitioner and to the town of Branford, by Henry F. Billings, by depositing in the postoffice in Hartford, postage paid, true and attested copies of said petition and of this order addressed one to the Shore Line Electric Railway Company, New Haven, Conn., and one to the Selectmen of the town of Branford, Branford, Conn., on or before the 21st day of October, inst.

WM. O. SEYMOUR,
RICHARD T. HIGGINS,
E. J. DOOLITTLE,
Railroad Commissioners.

And on said 26th day of October, 1910, we met at the time and place named therein, when it appeared that said order had been duly served and complied with, and that reasonable notice of the

time and place of hearing had been given to the petitioner, and said petitioner appeared to prosecute its petition, but the Selectmen of the town of Branford failed to appear.

And now, after said notice and hearing, no person appearing in opposition thereto, we deem it equitable, and do therefore accept and adopt the plan of said company showing the location of its tracks as to the center line of the highways and the grade thereof as shown on said plan.

WM. O. SEYMOUR,
RICHARD T. HIGGINS,
E. J. DOOLITTLE,
Railroad Commissioners.

EXTENSION OF TIME FOR THE COMPLETION OF THE SHORE LINE ELECTRIC RAILWAY COMPANY.

On October 10, 1910, we received a petition from The Shore Line Electric Railway Company, dated October 8, 1910, as follows, viz.:

To the Honorable Board of Railroad Commissioners of the State of Connecticut:

Your petitioner, The Shore Line Electric Railway Company, respectfully represents:

"1. That by resolution of the General Assembly of the State of Connecticut, approved June 10, 1909, the time within which the Shore Line Electric Railway Company might construct its lines of railway authorized by the resolution incorporating said company, approved June 6, 1905, was extended until the first day of November, 1910. Said resolution, however, further provided that if the railroad commissioners should find that on November 1, 1910, at least twenty-five per centum of said line should have been constructed, then the aforesaid franchise rights should be extended and remain in force until the rising of the General Assembly at the 1911 session thereof.

"2. The lines of railway authorized by said resolution approved June 6, 1905, are all completed, except a small portion between Guilford and Stony Creek; roughly speaking, ninety per cent. of the railway lines authorized by said resolution of June 6, 1905, have been finished, and the railway is in operation from Ivoryton to Guilford Green.

"3. In accordance therefore with said Section 1 of said resolution approved June 10, 1909, The Shore Line Electric Railway Company respectfully represents that your Honorable Board shall find that as of November 1, 1910, at least twenty-five per centum of said line authorized by resolution approved June 6, 1905, shall have been constructed.

"And your petitioner will ever pray.

"Dated at Hartford, this 8th day of October, 1910.

"THE SHORE LINE ELECTRIC RAILWAY
"COMPANY,

"By GROSS, HYDE & SHIPMAN,

"Its Attorneys."

Upon which we made the following order of notice for hearing, to wit:

STATE OF CONNECTICUT.
Office of the Railroad Commissioners.

HARTFORD, October 21, 1910.

Upon the foregoing petition it is ordered that the same be heard at the office of the Railroad Commissioners in Hartford, on Wednesday, October 26, 1910, at 11.00 o'clock A. M., and that notice thereof be given to the petitioner, by Henry F. Billings, by depositing in the postoffice in Hartford, postage paid, a true and attested copy of said petition and of this order addressed one to the Shore Line Electric Railway Company, New Haven, Conn., on or before the 21st day of October, inst.

WM. O. SEYMOUR,
RICHARD T. HIGGINS,
E. J. DOOLITTLE,
Railroad Commissioners.

And on said October 26, 1910, we met at the time and place named in said order, when it appeared and we find that said order had been duly served and complied with, and that such notice as we deemed reasonable had been given to said company, which appeared to prosecute its petition, and showed that its railway had been completed and was now in operation from Ivoryton to Guilford, a distance of twenty-six miles, and that the remainder of the line of said company extending from Guilford to Stony Creek, was nearly completed.

We, therefore, in accordance with the authority conferred upon us by Section 1, Chapter 248 of the Special Laws, passed June 10, 1909, hereby extend the franchise rights of said company until the rising of the General Assembly at its session in 1911.

WM. O. SEYMOUR,
RICHARD T. HIGGINS,
E. J. DOOLITTLE,
Railroad Commissioners.

REQUEST FOR BETTER SERVICE BY THE HARTFORD
& SPRINGFIELD STREET RAILWAY COMPANY IN
THE TOWN OF SUFFIELD.

On October 29, 1909, the Selectmen of the Town of Suffield presented their petition as follows:

"To the Honorable Board of Railroad Commissioners of the State of Connecticut:

"The petition of Edward A. Fuller, James E. Hastings, and George A. Peckham, Selectmen of the Town of Suffield, County of Hartford in said State, respectfully represents.

"1. Your petitioners are the Selectmen of said Town of Suffield.

"2. The Hartford & Springfield Street Railway Company, a corporation duly organized under the laws of the State of Connecticut, owns and operates a street railway within the limits of said Town and for a long time has been operating its said line of railway upon a half hour schedule, viz.: cars arrive at and leave the Suffield terminus every half hour from 6 A. M. until 12:30 P. M. daily.

"3. On the 18th day of October, 1909, said The Hartford and Springfield Street Railway Company issued a notice to the public that 'beginning with November 1, 1909, until further notice, the unit of fare on the Hartford & Springfield Street Railway Company will be six cents instead of five cents as heretofore. All fare limits and transfer privileges will remain the same.' The reason given by said Company for said increase is 'that the earnings must be considerably increased if proper and satisfactory service is to be provided for the public in future and a fair return made on the investment.' On the day of October, 1909, said Company, regardless of its claim that said increase was made in order to provide proper and satisfactory service for the public,

issued and published a notice to the public that on and after the first day of November, 1909, it proposed to and would discontinue its said half hour service and substitute in lieu thereof, hourly service upon its said line.

"4. The Connecticut Company, a corporation duly organized under the laws of this State, owns and operates a street railway in said Town connecting with the tracks of said The Hartford & Springfield Street Railway Company and is operating its said line upon a half hour schedule, and will continue to so operate its said line upon a half hour schedule until January 1, 1910.

"5. At the connecting point of said The Hartford & Springfield Street Railway Company and said The Connecticut Company, in the town of Suffield, reasonable facilities are not afforded to passengers bound for points North or South of said connecting point; and said The Hartford & Springfield Street Railway Company has neglected and refused and still neglects and refuses to operate its railway on a time schedule which will afford reasonable facilities for passengers traveling upon said lines of railway and for receiving passengers from and delivering passengers to said connecting street railway; and has neglected and refused and still neglects and refuses to so operate its said railway, and run its cars thereon as to afford reasonable facilities for passengers and for receiving passengers from and delivering passengers to said connecting company.

"Your petitioners therefore respectfully request a hearing upon the foregoing petition upon such notice to said The Hartford & Springfield Street Railway Company as may be deemed reasonable, and that such orders may be made in reference to all matters affected by this petition as may be deemed reasonable and equitable in accordance with the provisions of Chapter 225 of the Public Acts of 1907.

"Dated at Suffield, this 29th day of October, 1909.

"SELECTMEN OF THE TOWN OF SUFFIELD.

"By HUGH M. ALCORN

"Their Attorney."

The Hartford & Springfield Street Railway Company also presented a petition dated November 1, 1909, as follows:

"To the Honorable Board of Railroad Commissioners of the State of Connecticut:

"The petition of The Hartford & Springfield Street Railway Company, a corporation organized and existing under the laws of the State of Connecticut, respectfully represents:

"1. The petitioner operates a street railway between the town of Suffield and the town of Windsor in the State of Connecticut.

"2. In accordance with an order of your honorable Board, dated the 28th day of October, 1907, your petitioner has been operating cars on a half hour schedule over said line from the 1st day of April to the 1st day of November in each year for the last two years.

"3. During the last year your petitioners failed to earn a sufficient amount to pay operating expenses, taxes and interest upon its bonded indebtedness. No dividends have been paid upon its preferred stock for a considerable period. With the exception of one dividend of 2% no dividends have ever been paid upon its common stock.

"4. By reason of the light traffic over the said line of your petitioner during the months of April and October, the expense of operating on a half hour schedule during said months is much larger than the earnings received.

"5. The traffic over said line of your petitioner in the months of April and October is not sufficient to warrant a half hour schedule or to pay the cost of operating the same.

"Wherefore your petitioner respectfully requests your honorable Board to modify its said order, dated the 28th day of October, 1907, so as to permit your petitioner to operate an hourly service only between said Suffield and said Windsor on its said line during the months of April and October of each year, and your petitioner further respectfully requests a hearing upon the foregoing petition upon such notice to Edward A. Fuller, James E. Hastings, and George A. Peckham, Selectmen of the Town of Suffield and signers of the petition upon which said order was granted, and to such other parties, as your honorable Board may deem reasonable.

"Dated at Hartford, this 1st day of November, 1909.

"THE HARTFORD & SPRINGFIELD STREET
RAILWAY CO.

"By PERKINS & PERKINS
"Its Attorneys."

These petitions were heard at this office on November 8th, and on December 20, 1909, we issued our finding as follows.

"And we met at the time and place named in said order, when it appeared and we find that said order of notice had been duly served and complied with and that such notice as we deemed reasonable had been given to the parties named in said petitions, and said parties appeared and were heard, and for the purpose of conferring with the operating officials of The Connecticut and Springfield Companies, connecting with the Hartford & Springfield Company's lines, the matter has been continued until now.

"The matter contained in the two petitions was heard by us on November 25, 1907, and decided on December 7, 1907, giving at length the reasons of that decision which need not be repeated at this time. The results of the operation of the Hartford & Springfield Street Railway Company since that time only emphasizes the correctness of the conclusions then reached, which were that the number of passengers from the Town of Suffield using the street railway, from November first to April first, was not sufficient, in our judgment, to warrant more than an hourly service during that portion of the year. After again hearing both the parties with their evidence, we are of the same opinion still and reaffirm the decision then made for the reasons then given. The connections, however between the Hartford & Springfield Street Railway and the Connecticut Company at Windsor, and the Springfield Company at Suffield, are not satisfactory and should be improved. After conference with the operating officials of the various connecting lines such improvement has been promised and is confidently expected.

"The cars leaving Hartford for Springfield on the east and west sides of the Connecticut River should continue their course to their announced destination, whether on time or late, without change of cars, thus affording the public the continuous through service promised at the beginning of the route. The manner in which this is accomplished is immaterial to us, so long as the result is secured. If the same conductor and motorman could continue in charge of the car until it reaches its destination as if one company owned or operated the entire line, instead of changing at the termination of each line three times between Hartford and Springfield, the situation would be simplified and much of the difficulty obviated. It seems as if such an arrangement was practicable, the operatives of this particular service becoming the joint employees of each connecting road, subject to the rules and

control of each road while on its territory. However, this is a matter of detail to be effected by the managing officials.

"We expect an improved continuous service and are willing to assist in securing this result."

MILEAGE OF STREET RAILWAYS.

The mileage of the street railways reported on June 30, 1910, is as follows: Length of road owned, first main track, 763.049 miles; length of second main track owned, 158.927 miles; total length main tracks owned, 921.976 miles; length of sidings and turnouts owned, 40.235 miles; total computed as single track owned, 962.211 miles. Total tracks operated, 934.856 miles.

FINANCIAL STATEMENT OF THE OPERATION OF THE STREET RAILWAYS FOR THE YEAR ENDING JUNE 30, 1910.

CAPITAL STOCK.

For the first time since 1906 we are able to report the entire amount of capital stock of all the street railways in the state. This is owing to the fact that since the merger of the New York, New Haven & Hartford Railroad Company with The Consolidated Railway Company in 1906 no return has been made of the amount of capital stock representing the street railway properties owned by the former company. On February 28, 1910, the New York, New Haven & Hartford Company transferred a portion of the street railway properties owned by it in Connecticut to the Connecticut Company, receiving in payment therefor \$39,725,000.00 par value of the stock of the Connecticut Company.

The properties so acquired consisted of all the street railway properties owned by N. Y., N. H. & H. R. R. Co. excepting the following lines:

From Mianus River, Conn. to New York-Conn. State Line.

" Suffield, Conn. to Mass.-Conn. State Line.

" West Thompson, Conn. to Mass.-Conn. State Line.

These properties were purchased at the cost price as per N. Y., N. H. & H. R. R. Co. books together with a cash fund to be used in rehabilitating the property.

The increase in Capital Stock of \$39,725,000.00 was due to the purchase of the properties referred to above together with certain other accounts as shown below:

Cost of Road and Equipment,	\$34,344,225.73	
Amt. of Rehabilitation Fund,	4,702,390.64	
Total,	\$39,046,616.37	
Additions, betterments and improvements to leased lines,	1,156,041.32	
Repayment of amt. advanced to this Co. by N. Y., N. H. & H. R. R. Co. for construction,	309,587.66	
Investment of stock of West Shore Ry. Co.,	37,708.75	
Repayment of amt. due N. Y., N. H. & H. R. R. Co. for materials, supplies and other working capital,	673,077.25	
Total,		\$41,223,031.35
Less the following liabilities assumed in connection with above:		
Net assets C. R. & L. Co. Lease,	\$629,013.34	
Reserve for Equipment taken over with leases,	869,018.01	1,498,031.35
Increase in Capital Stock,		\$39,725,000.00

The entire amount of capital stock representing the 921 miles of street railways owned in Connecticut is \$61,215,800.00. Of this amount \$40,000,000.00 represents the 458 miles owned by the Connecticut Co., \$17,120,100.00 the 221 miles of the Connecticut Railway & Lighting Company, and the balance, \$4,095,700, the capital of the 242 miles of the remaining companies. This gives an average of \$66,396.31 of capital stock per mile for the 921 miles of single main track owned.

BONDS ISSUED.

The amount of bonds issued and outstanding upon 463 miles of single main track owned is \$17,111,700.00, being \$18,559.81 per mile of single track owned. There are no bonds on the South Manchester Light, Power and Tramway Company, and none are reported on the Connecticut Company's 458 miles, as the existing bonds of that property became by merger a part of the bonded debt of the New York, New Haven & Hartford Company, for the payment of which it is responsible, as reported on pages 238-319.

FLOATING INDEBTEDNESS.

The amount of floating indebtedness on 156 miles of single track owned is \$795,384.93, being \$5,100.94 per mile of road covered by such indebtedness. No indebtedness is reported as

existing on the Bristol & Plainville Tramway Co., the Connecticut Railway and Lighting Company, or the Connecticut Company.

CONSTRUCTION AND EQUIPMENT.

The total cost of construction and equipment of the street railways of the state is reported as \$78,996,117.40 amounting to \$85,681.32 per mile of road owned. The cost of construction and equipment per mile of each individual road as reported is shown on page 147.

GROSS EARNINGS.

The gross earnings of the nine operating companies for the year ending June 30, 1910, have been \$8,026,184.05, an increase of \$415,765.30 over the earnings of the previous year. The gross earnings per mile of main track operated were \$8,585.47, per mile run \$0.2689, and per car hour \$02.520. The largest gross earnings per mile of main track operated were \$9,765.34 by the Conn. Co. and \$9,049.22 by the Danbury & Bethel Company.

OPERATING EXPENSES.

The operating expenses were \$4,995,738.18, an increase of \$486,101.97 over the expenses of the previous year, and were \$5,343.86 per mile of main track operated, \$0.1674 per mile run and \$1.568 per car hour. The operating expenses were 62.24 per cent. of the gross earnings.

NET EARNINGS.

The net earnings for the year were \$3,030,445.87, a decrease of \$70,336.67 for the previous year. The net earnings per mile of main track operated were \$3,241.61, per mile run \$0.1015 and per car hour \$0.952.

DIVIDENDS.

The amount paid in dividends upon the stock of seven of the companies was \$1,354,704.00. No dividends were paid on the stock of the Farmington Street Railway, the New London & East Lyme, Providence & Danielson, Norwich & Westerly and South Manchester companies.

INTEREST.

The amount paid for interest, not including the sum paid by the New York, New Haven & Hartford Company upon the obligations of its street railway properties was \$808,750.42.

TAXES.

The amount of taxes paid the state for the fiscal year ending September 30, 1910, was \$239,302.18, not including the taxes paid by the New York, New Haven & Hartford Company upon its street railway properties.

MILES RUN.

The total number of miles run in the operation of the street railways was 29,842,734, an increase of 960,396 miles over that of the previous year.

PASSENGERS CARRIED.

The number of fare passengers carried was 151,631,091, an increase of 8,244,576 over the number carried the previous year, compared with 84,519,264 carried by the steam railroads. Passengers carried per mile of main track operated 162,197, the number per mile run 5.20 and per car hour 49.49. The average fare received from revenue passengers was \$0.04945, and the average fare of all passengers including those with transfers, \$0.04182.

EMPLOYEES.

The average number of employees during the year was 4,950, an increase of 415 in the number reported last year.

ACCIDENTS.

The number of persons injured in the operation of the street railways during the past year was 2,228, an increase of 752 in the number of casualties reported last year. Of this number 39 were killed, the same number of fatalities as reported for the previous year, and 2,189 were injured.

LIST OF ACCIDENTS DURING THE YEAR ENDING JUNE 30, 1910.

	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . .	0	642	4	1,011	4	1,653
Employees, . . .	0	52	7	73	7	125
Other persons, . .	1	136	27	275	28	411
Total, . . .	1	830	38	1,359	39	2,189

Comparative statement of the street railway accidents for the past
ten years:

	Killed.	Injured.
1901,	15	240
1902,	15	277
1903,	19	351
1904,	23	360
1905,	28	437
1906,	34	722
1907,	51	1,439
1908,	38	1,527
1909,	39	1,437
1910,	39	2,189

Wm O. Seymour

Richard T. Higgins,

E. J. Porter

GRADE CROSSINGS.

TABLE SHOWING THE HIGHWAY CROSSINGS IN EACH
RAILROAD

TOWNS.	No. of crossings.	Over the track.	Under the track.	At grade.	With gates.	With flagmen.	With signal bells.	Constructed since railroad was built.	For access to stations.	Trespass crossings.
Andover,.....	7	...	2	5	...	...	...	...	...	...
Ansonia,.....	2	1	...	1	1	...	...	...	...	...
Avon,.....	7	...	1	6	...	2	...	...	...	...
Barkhamsted,.....	3	...	...	3	...	...	...	...	...	...
Beacon Falls,....	2	1	1	...	...	...	...	...	...	...
Berlin,.....	11	3	1	7	...	...	...	1	...	...
Bethel,.....	4	...	1	3	1	1	2	1	...	...
Bloomfield,.....	11	...	...	11	...	...	...	...	...	...
Bolton,.....	5	2	...	3	...	1	...	...	...	...
Bozrah,.....	2	...	...	2	...	...	...	...	...	...
Branford,.....	10	5	5	...	...	...	...	...	...	...
Bridgeport, { N. Y., N. H. & H.,	24	1	23	...	...	...	...	...	...	...
{ Hous.,	10	...	3	7	2	2	...	...	...	1
Bristol,.....	16	2	4	10	1	3	1	...	...	1
Brookfield,..... { Hous.,	13	...	...	13	...	...	...	...	6	...
{ N. E. R. R.,	4	1	2	1	...	...	...	...	...	...
Burlington,.....	2	...	1	1	...	...	...	...	...	...
Canaan,.....	8	...	1	7	...	...	...	...	...	2
Canterbury,.....	1	1	...	...	...	...	...	...	...	...
Canton,..... { H. & C. W.,	13	1	...	13	...	...	2	...	...	...
{ N. H. & N. H.,	4	1	...	3	...	1	...	...	...	1
Chaplin,.....	1	...	1	...	...	...	...	...	...	...
Chatham,.....	9	2	2	5	...	...	1	...	...	...
Cheshire, ... { N. H. & N. H.,	10	...	1	9	...	...	...	...	...	...
{ M., M. & W.,	9	3	6	...	...	...	...	1	...	...
Chester,.....	4	...	...	4	...	...	...	...	...	...
Clinton,.....	6	1	3	2	...	...	1	1	...	4
Colchester,.....	6	...	1	5	...	...	...	...	...	...
Columbia, ... { N. Y. & N. E.,	1	...	...	1	...	...	...	...	...	...
{ B. & N. Y. A. L.,	1	...	...	1	...	...	...	...	...	...
Cornwall,.....	14	1	...	13	...	...	1	...	...	3
Coventry,..... { N. L. N.,	1	...	...	1	...	...	...	...	...	...
{ N. Y. & N. E.,	3	1	...	2	...	...	...	...	...	...
Cromwell, ... { H. & C. V. R. R.,	5	...	2	3	...	...	...	...	...	...
{ M., M. & W.,	1	...	...	1	...	...	...	...	...	...
{ N. Y., N. H. & H.,	2	...	...	2	...	...	...	...	...	...
Danbury,..... { N. Y. & N. E.,	16	2	3	11	5	1	2	...	1	2
{ D. & N.,	4	...	...	4	...	...	...	...	...	...
Darien,.....	7	2	3	2	...	...	1	...	...	...
Derby,.....	2	1	...	1	...	...	...	...	...	...
Durham,.....	1	...	1	...	...	...	...	...	...	...
East Granby,.....	6	3	3	...	...	...	...	...	...	...
East Hartford,.....	8	1	1	6	...	...	...	1	...	...
East Haven,.....	1	1	...	...	...	...	...	...	...	...
East Lyme,.....	1	...	1	...	...	...	...	...	...	...
Totals carried over,.....	278	37	73	168	10	11	11	4	8	14

TOWN, AND ON EACH RAILROAD, AS REPORTED BY THE COMPANIES.

HIGHWAY CROSSINGS AT GRADE ON EACH RAILROAD.

B. & N. Y. A. L. R. R.	D. & N. R. R.	H. & C. V. R. R.	H. & C. W. R. R.	Housatonic R. R.	M., M. & W. R. R.	Naugatuck R. R.	N. H. & D. R. R.	N. H. & N. R. R.	N. L. N. R. R.	N. E. R. R.	N. Y. N. H. & H. R. R.	N. Y. P. & B. R. R.	Nor. & Wor. R. R.	S., L. & N. R. R.	Shore Line Ry.	South Manches- ter R. R.	Total.
..	1	..	..	..	5	..	..	..	..	..	..	5
..	6	..	..	..	..	..	..	..	..	1
..	3	..	..	..	..	..	..	..	..	..	..	..	..	..	6
..	3	..	..	..	..	..	..	..	..	..	7	..	..	..	..	..	3
..	11	..	..	..	..	..	..	3	..	..	..	..	..	..	7
..	2	..	..	..	..	..	..	..	3
..	7	..	..	..	..	..	..	..	..	..	..	..	..	2
..	13	..	..	..	..	..	10	..	..	..	..	..	..	7
..	1	..	1	..	..	..	..	..	..	10
..	7	..	..	..	..	..	..	..	..	..	..	..	..	13
..	12	..	..	..	..	..	..	..	..	..	..	..	..	..	1
..	3	..	..	..	..	..	..	..	..	1
5	9	..	..	..	..	..	..	..	7
..	..	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12
..	3
..	5
..	9
..	4
5	1	..	..	..	..	2	..	2
1	5
..	13	..	..	..	..	1	..	..	..	..	..	..	..	1
..	..	3	..	..	1	..	..	..	..	2	..	..	..	..	..	..	1
..	2	..	..	..	..	..	13
..	4	..	..	..	..	..	1	..	..	11	..	..	..	..	..	..	1
..	2	..	..	..	..	..	2
..	4
..	6	..	..	..	..	..	..	2
..	1
..
..	6
..
11	7	7	26	40	1	2	...	19	3	39	11	...	...	...	2	...	168

TABLE SHOWING THE HIGHWAY CROSSINGS IN EACH
RAILROAD

Towns.	No. of crossings.	Over the track.	Under the track.	At grade.	With gates.	With flagmen.	With signal bells.	Constructed since rail- road was built.	For access to stations.	Trespass crossings.
Totals brought over,.....	278	37	73	168	10	11	11	4	8	14
East Windsor,.....	10	1	1	10	1	1	1	1	1	1
Ellington, { N. L. N.,	1	1	1	1	1	1	1	1	1	1
{ N. Y. & N. E.,	4	1	3	2	1	1	1	1	1	1
Enfield, .. { N. Y., N. H. & H.,	4	2	2	1	1	1	1	1	1	1
{ N. Y. & N. E.,	9	1	8	1	1	1	1	1	1	1
Essex,.....	6	1	6	1	1	1	1	1	1	1
Fairfield,.....	11	4	7	1	1	1	1	1	1	1
Farmington,.....	12	1	2	9	1	1	1	1	1	1
Franklin,.....	5	1	5	1	1	1	1	1	1	1
Granby,.....	4	1	3	1	1	1	1	1	1	1
Greenwich,.....	11	3	8	1	1	1	1	1	1	1
Griswold,.....	5	1	4	1	1	1	1	1	1	1
Groton,..... { Nor. & Wor.,	4	1	3	1	1	1	1	1	1	1
{ N. Y. P. & B.,	11	3	4	4	2	1	1	1	1	1
Gulford,.....	7	2	3	2	1	1	1	1	1	1
Haddam,.....	7	1	6	1	1	1	1	1	1	1
Hamden,.....	17	4	5	8	1	1	1	1	1	1
Hampton,.....	9	4	1	4	1	1	1	1	1	1
{ N. Y., N. H. & H.,	14	4	3	7	6	1	1	1	1	1
Hartford, .. { N. Y. & N. E.,	2	1	1	1	1	1	1	1	1	1
{ H. & C. V. R. R.,	9	1	5	3	1	1	1	1	1	1
{ H. & C. W.,	5	4	1	1	1	1	1	1	1	1
Hebron,.....	7	1	7	1	1	1	1	1	1	1
Huntington,.....	1	1	1	1	1	1	1	1	1	1
Kent,.....	10	2	8	1	1	1	1	1	1	1
Killingly,.....	10	1	1	8	2	1	1	1	1	1
Lebanon,.....	7	4	3	1	1	1	1	1	1	1
Ledyard,.....	1	1	1	1	1	1	1	1	1	1
Litchfield,.... { Naug. R. R.,	4	1	4	1	1	1	1	1	1	1
{ S. L. & N. R. R.,	8	1	7	1	1	1	1	1	1	1
Lisbon,.....	5	1	3	1	1	1	1	1	1	1
Madison,.....	8	4	4	1	1	1	1	1	1	1
Manchester,.....	13	1	3	9	2	2	1	1	1	1
Mansfield,.....	10	1	9	1	1	1	1	1	1	1
Meriden,.... { M., M. & W.,	15	6	5	4	8	8	1	2	1	1
{ N. Y., N. H. & H.,	13	3	2	8	1	1	1	1	1	1
Middlebury,.....	3	1	2	1	1	1	1	1	1	1
Middlefield,.....	8	1	1	6	1	1	1	1	1	1
{ N. Y., N. H. & H.,	5	1	4	1	1	1	1	1	1	1
Middletown, .. { M., M. & W.,	4	1	4	1	1	1	1	1	1	1
{ B. & N. Y. A. L.,	12	8	1	3	1	2	9	1	1	1
{ H. & C. V.,	21	3	18	1	2	9	1	1	1	1
Milford, { Naug.,	3	1	3	1	1	1	1	1	1	1
{ N. Y., N. H. & H.,	14	6	8	1	1	1	1	1	1	1
Total carried over,.....	627	113	151	363	30	27	28	17	12	28

TOWN, AND ON EACH RAILROAD, AS REPORTED BY THE COMPANIES.

HIGHWAY CROSSINGS AT GRADE ON EACH RAILROAD.

B. & N. Y. A. L. R. R.	D. & N. R. R.	H. & C. V. R. R.	H. & C. W. R. R.	Housatonic R. R.	M. M. & W. R. R.	Naugatuck R. R.	N. H. & D. R. R.	N. H. & N. R. R.	N. L. N. R. R.	N. E. R. R.	N. Y. N. H. & H. R. R.	N. Y. P. & B. R. R.	Nor. & Worcester R. R.	S. L. & N. R. R.	Shore Line Ry.	South Manches- ter R. R.	Total.
11	7	7	26	40	1	2	...	19	3	39	11	...	...	...	2	...	168
...	1	10	...	...	...	...	...	...	10
...	3	...	...	...	...	...	...	1
...	8	2	...	...	...	...	...	3
...	...	6	...	...	...	...	...	...	...	8	...	...	...	...	...	...	2
...	8
...	9	...	...	...	...	...	...	...	...	6
...	3	5	...	...	...	...	...	...	...	9
...	5
...	3
...	4	...	...	...	4
...	4	...	...	...	...	4
...	...	6	...	...	...	...	...	8	...	4	...	...	...	...	2	...	2
...	6
...	8
...	7	...	...	...	...	...	4
...	...	3	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1
...	3
...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	1
7	7
...	8	...	...	...	...	...	...	...	...	...	...	...	...	8
...	8	...	...	...	8
3	8
...	4	...	...	...	...	...	...	...	...	...	...	4
...	1	...	...	...	7	...	...	7
...	6	...	...	...	...	...	...	1
...	9	...	...	...	...	...	...	3	9
...	4	...	...	...	...	...	...	...	...	...	...	...	9
...	8	...	...	...	...	...	4
...	2	...	...	...	...	...	...	8
6	4	...	...	...	...	...	2
...	6
...	4
3	4	...	...	...	...	...	...	...	...	...	...	...	4
...	3
...	...	18	...	...	...	...	3	...	...	...	...	...	...	...	...	...	18
...	8
...
30	7	40	27	48	9	9	...	39	18	74	32	4	12	7	4	...	363

TABLE SHOWING THE HIGHWAY CROSSINGS IN EACH
RAILROAD

TOWNS.	No. of crossings.	Over the track.	Under the track.	At grade.	With gates.	With flagmen.	With signal bells.	Constructed since railroad was built.	For access to stations.	Trespass crossings.
Total brought over,.....	627	113	151	363	30	27	28	17	12	28
Monroe,.....	8	...	4	4	...	...	...	...	1	...
Morris,.....	4	...	...	4	...	...	...	...	1	...
Montville,.....	9	1	...	8	...	...	...	...	...	1
Naugatuck,..... { Naug. Div.,	2	...	2	...	...	...	...	...	...	...
{ N. E. R. R.,	3	...	2	1	...	...	...	...	...	1
New Britain, { N. Y., N. H. & H.,	9	2	...	7	6	...	...	...	...	...
{ N. E. R. R.,	13	1	...	11	6	...	1	...	...	...
New Canaan,.....	4	...	1	3	...	...	...	...	...	...
{ N. Y., N. H. & H.,	27	22	1	4	2	2	...	...	...	...
{ N. H. & D.,	7	7	...	...	...	...	...	...	...	...
New Haven, { Shore Line,	6	3	3	...	...	...	...	...	...	...
{ N. H. & N. H. R. R.,	18	8	...	10	3	10	1	7	...	...
New Hartford, { H. & C. W.,	5	...	1	4	...	1	2	...	...	...
{ N. H. & N. H.,	6	...	2	4	...	...	...	...	...	5
Newington, { N. Y., N. H. & H.,	4	1	...	3	1	1	...	...	...	...
{ N. Y. & N. E.,	1	...	...	1	...	...	1	...	...	...
{ N. L. N. R. R.,	8	...	...	8	4	1	...	...	...	2
New London, { Shore Line,	6	2	3	1	...	1	...	...	...	4
{ N. Y. P. & B.,	9	...	2	7	6	4	...	1	...	...
New Milford,.....	21	...	3	18	1	...	2	...	1	3
{ N. Y. & N. E.,	10	2	2	6	...	...	...	...	...	...
Newtown, { Hous.,	11	...	...	11	...	...	...	...	...	2
{ S. L. & N.,	5	...	...	5	...	...	...	...	...	...
Norfolk,.....	8	3	3	2	...	...	...	...	...	...
North Canaan, { H. & C. W.,	12	...	2	10	...	2	...	1	...	1
{ Hous.,	4	...	...	4	1	...	...	...	...	...
North Haven, { N. Y., N. H. & H.,	1	...	...	1	1	...	1	...	...	...
{ B. & N. Y. A. L.,	8	1	1	6	...	...	...	...	...	...
Norwalk, { D. & N.,	16	1	4	11	1	2	2	...	...	1
{ N. Y., N. H. & H.,	10	2	8	...	...	...	...	...	...	...
Norwich, { N. L. N. R. R.,	10	*3	1	6	...	†1	1	...	...	†6
{ N. & W.,	7	4	...	3	...	1	1	...	1	2
Old Lyme,.....	6	4	2	...	...	...	...	...	...	...
Old Saybrook, { Shore Line,	6	3	1	2	1	2	...	...	...	...
{ H. & C. V.,	6	...	...	6	...	...	...	...	...	...
Orange, { N. Y., N. H. & H.,	6	2	4	...	...	...	...	...	...	...
{ N. H. & D.,	18	2	8	8	...	...	...	...	...	...
Oxford,.....	7	2	...	5	...	...	...	...	...	...
Plainfield, { N. E. R. R.,	11	...	...	11	...	...	3	...	...	...
{ N. & W.,	12	...	...	12	2	...	2	...	...	2
Plainville, { N. H. & N. H.,	2	...	...	2	1	2	...	...	...	...
{ N. E. R. R.,	4	1	...	3	...	1	...	...	...	1
Plymouth,.....	8	6	1	1	...	...	...	...	...	1
Pomfret,.....	9	4	2	3	...	...	...	...	...	...
Total carried over,.....	993	200	214	579	66	58	45	26	16	60

* Norwich. New London Northern R. R. One of these crossings is for foot passengers only, located at Norwich Falls.

† Norwich. Street Railway crosses here.

‡ Norwich. One of these crossings protected by electric bells.

TOWN, AND ON EACH RAILROAD, AS REPORTED BY THE COMPANIES.

HIGHWAY CROSSING AT GRADE ON EACH RAILROAD.

B. & N. Y. A. L. R. R.	D. & N. R. R.	H. & C. V. R. R.	H. & C. W. R. R.	Housatonic R. R.	M., M. & W. R. R.	Naugatuck R. R.	N. H. & D. R. R.	N. H. & N. R. R.	N. L. N. R. R.	N. E. R. R.	N. Y., N. H. & H. R. R.	N. Y., P. & E. R. R.	Nor. & Worcester R. R.	S., L. & N. R. R.	Shore Line Ry.	South Manches- ter R. R.	Total.
30	7	40	27	48	9	9	...	39	18	74	32	4	12	7	4	3	363
...	4	...	...	...	...	8	...	...	...	...	4	...	...	4
...	1	...	...	...	...	...	...	8
...	7	...	...	...	...	...	1
...	11	...	...	...	...	...	...	7
...	3	...	...	...	...	...	11
...	4	...	...	...	...	...	3
...	4
...	10	...	...	...	...	...	...	...	...	10
...	4	...	...	...	...	4	...	...	...	...	...	...	...	...	4
...	4
...	3	...	...	...	...	...	3
...	8	1	...	...	...	...	...	...	1
...	8
...	1
...	7
...	18	...	...	...	...	...	...	...	...	...	...	...	...	18
...	6	...	...	...	...	...	...	6
...	11	...	...	...	...	...	...	...	...	...	...	...	...	11
...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	5
...	10	...	...	...	...	...	...	...	...	...	...	5	...	...	2
...	4	...	...	...	...	...	...	...	...	...	...	...	...	10
...	4
...	1	...	...	...	...	...	1
6	6
...	11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	6	...	...	...	...	...	...	...	...
...	6
...	3	...	...	...	8
...
...	...	6	...	...	...	...	...	...	...	...	...	...	...	...	2	...	2
...	6
...
...	8	...	...	...	...	...	...	...	...	8
...	5	...	...	...	...	...	5
...	11	...	...	...	...	...	...	11
...	12	...	...	...	12
...	2	...	...	...	...	...	...	...	...	2
...	3	...	...	...	...	...	...	3
...	1	...	...	...	...	...	...	1
...	8	...	...	...	...	...	...	3
36	18	46	43	85	9	9	8	55	40	116	50	11	27	16	7	3	579

TABLE SHOWING THE HIGHWAY CROSSINGS IN EACH
RAILROAD

TOWNS.	No. of crossings.	Over the track.	Under the track.	At grade.	With gates.	With flagmen.	With signal bells.	Constructed since railroad was built.	For access to stations.	Trespass crossings.
Total brought over,.....	993	200	214	579	66	58	45	26	16	60
Portland,.....	9	1	5	3						
Prospect,.....	4	1	3							
Putnam,..... { N. & W. R. R.,	6	1	3	2	1					
{ N. E. R. R.,	8	3	3	2	1					
Redding,.....	8		2	6						
Ridgefield,.....	13			13				1		1
Rocky Hill,.....	3			3						
Roxbury,.....	5			5						
Salisbury,.....	14	1	4	9			2			1
Saybrook,.....	3			3						
Seymour,.....	3	1	2							
Simsbury,..... { H. & C. W. R. R.,	10		2	8		2	1			
{ N. H. & N. H.,	10	1	1	8		1	1			
Southbury,..... { N. E. R. R.,	9	1	4	4						
{ S. L. & N.,	2		2							
Southington,.....	16			16	2	2		2	1	4
South Windsor,.....	10			10						
Sprague,.....	4	1		3						
Stafford,.....	11		1	10		1	2			4
Stamford,.....	12	2	7	3			1			1
Sterling,.....	5		1	4			2		1	1
Stonington,.....	13	2	1	10	4		4			1
Stratford,.....	6	1	5							
Suffield, .. { N. Y., N. H. & H.,	7		1	6						
{ N. H. & N. H.,	1		1							
{ H. & C. W. R. R.,	4	4								
Thomaston,.....	4			4	1					1
Thompson, ... { N. E. R. R.,	15	5	3	7					1	
{ N. & W. R. R.,	8	1		7			2			3
Tolland,.....	1			1						
Torrington,.....	12	1	1	10	3	1	1			1
Trumbull,.....	7			7						
Vernon,.....	17		7	10		1	1	1		
Wallingford, { B. & N. Y. A. L.,	9	1	1	7						
{ N. Y., N. H. & H.,	10	1	1	8	3	3	3	1		2
Washington,.....	14			14			1		3	
Waterbury, ... { M., M. & W.,	5	4	1							
{ Naug.,	7	2	3	2						1
{ N. E. R. R.,	14		13	1						
Waterford,.... { N. L. N. R. R.,	2			2						
{ Shore L.,	4	1	2	1						
Watertown,.....	4		2	2						
Westbrook,.....	4	3	1							
West Hartford,.....	3		1	2						1
Total carried over,.....	1,329	239	298	792	81	69	66	31	22	82

TOWN, AND ON EACH RAILROAD, AS REPORTED BY THE COMPANIES.

HIGHWAY CROSSINGS AT GRADE ON EACH RAILROAD.

B. & N. Y. A. L. R. R.	D. & N. R. R.	H. & C. V. R. R.	H. & C. W. R. R.	Housatonic R. R.	M. M. & W. R. R.	Naugatuck R. R.	N. H. & D. R. R.	N. H. & N. R. R.	N. L. N. R. R.	N. E. R. R.	N. Y., N. H. & H. R. R.	N. Y., P. & B. R. R.	Nor. & Worcester R. R.	S., L. & N. R. R.	Shore Line Ry.	South Manches- ter R. R.	Total.
36	18	46	43	85	9	9	8	55	40	116	50	11	27	16	7	3	579
3																	3
													2				2
										2							2
	6																6
	13																13
		3															3
			9											5			5
		3															3
			8														8
								8									8
										4							4
								16			10						16
									10		3						10
												3					3
										4							4
												10					10
											6						6
						4											4
										7							7
									1					7			7
						10											10
				7													7
7										10							10
											8						8
													14				14
						2											2
									2		1						1
															1		1
						2											2
											2						2
46	37	52	60	92	9	27	8	79	53	157	69	21	29	42	8	3	792

TABLE SHOWING THE HIGHWAY CROSSINGS IN EACH
RAILROAD

TOWNS.	No. of crossings.	Over the track.	Under the track.	At grade.	With gates.	With flagmen.	With signal bells.	Constructed since rail-road was built.	For access to stations.	Trespaes crossings.
Total brought over,.....	1,329	239	298	792	81	69	66	31	22	82
Westport,.....	11	6	5	.....	8	1	1	.....	.....	.....
Wethersfield,.....	8	.....	.....	8	1	1	.....	.....	.....	.....
Wilton,.....	14	3	.....	11	.....	.....	.....	2	1	.....
Willington,.....	5	.....	.....	5	.....	.....	.....	.....	.....	.....
Winchester,..... { H. & C. W.,	12	1	5	6	1	.....	.....	.....	.....	.....
{ Naug.,	1	.....	.....	1	.....	.....	.....	.....	.....	.....
Windbam,.... { N. L. N. R. R.,	8	*1	1	6	.....	3	.....	.....	1	2
{ N. Y. & N. E.,	14	2	3	9	3	2	1	.....	.....	2
Windsor,.....	13	.....	2	11	.....	1	1	.....	1	.....
Windsor Locks,.....	3	.....	.....	3	1	1	1	1	.....	.....
Totals,.....	1,418	252	314	852	87	77	69	34	25	86

* Windham. New London Northern R. R. This is an overhead pass for foot passengers only at Willimantic.

TOWN, AND ON EACH RAILROAD, AS REPORTED BY THE COMPANIES.

HIGHWAY CROSSINGS AT GRADE ON EACH RAILROAD.

B. & N. Y. A. L. R. R.	D. & N. R. R.	H. & C. V. R. R.	H. & C. W. R. R.	Housatonic R. R.	M. M. & W. R. R.	Naugatuck R. R.	N. H. & D. R. R.	N. H. & N. R. R.	N. L. N. R. R.	N. E. R. R.	N. Y. N. H. & H. R. R.	N. Y. P. & B. R. R.	Nor. & Worces- ter R. R.	S. L. & N. R. R.	Shore Line Ry.	South Manches- ter R. R.	Total.
46	37	52	60	92	9	27	8	79	53	157	69	21	29	42	8	3	792
...	...	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
...	11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	5	...	...	...	...	...	...	...	5
...	...	...	6	...	...	...	...	...	...	...	...	...	...	...	...	...	6
...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	6	...	...	...	...	...	...	...	6
...	...	...	...	...	...	...	...	...	...	9	...	...	...	...	...	...	9
...	...	...	...	...	...	...	...	...	...	...	11	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	3
46	48	60	66	92	9	28	8	79	64	166	83	21	29	42	8	3	852

The crossings reported on the N. Y., N. H. & H. R. R. include those on the Stamford & New Canaan R. R., and the Middletown, New Britain and Suffield branches.

The N. E. R. R. includes the Connecticut Central R. R. and Rockville R. R.

The Naugatuck R. R. includes the Watertown & Waterbury R. R.

The B. & N. Y. A. L. R. R. includes the Colchester branch.

The above tables are based upon reports originally made in 1888, and corrected by the railroad companies up to date of this report. Special revision made in 1910.

STATISTICAL TABLES

TABLE I. — CONTINUED.

1 Number.	2 Chartered.	3 Opened for use.	4 LOCATION OF ROAD.		9 FIFTH TRACK.		10 SIXTH TRACK.		11 SIDINGS.		12 LENGTH OF ROAD, SINGLE TRACK, MILES.	
			From	To	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.
1	Central New England Railway Co., <i>Dutchess County R. R., Newburgh, Dutchess & Conn., Fishkill Landing Branch, Poughkeepsie & Eastern Br., Hartford & Conn. Western R.R. Co., Springfield Branch, New Haven & Northampton Co., New Hartford Branch, Williamsburgh Turners Falls</i>	1892	Campbell Hall, N. Y.	Silvernails, N. Y.	....	....	....	....	41.00	....	99.11	....
		1893	Poughkeepsie Jct., N. Y.	Hopewell Jct., N. Y.	....	....	....	....	2.31	....	16.99	....
			State Line, N. Y.	Dutchess Jct., N. Y.	....	....	....	....	8.94	....	67.78	....
			Wicopee Jct., N. Y.	Fishkill Ldg., N. Y.	....	....	....	....	*9.83	....	*11.48	....
			Boston Corners.	Poughkeepsie, N. Y.	....	....	....	....	4.94	....	40.22	....
2	Hartford & Conn. Western R.R. Co., <i>Springfield Branch,</i>		Hartford, Conn.	Rhinecliff, N. Y.	....	....	....	....	24.64	19.86	134.29	87.11
3	New Haven & Northampton Co., <i>New Hartford Branch, Williamsburgh</i>		Tariffville, Conn.	Springfield, Mass.	....	....	....	....	1.00	.64	15.21	10.65
			New Haven, Conn.	Shelburne Jct., Mass.	....	....	....	....	45.25	24.54	139.37	75.28
			Farmington, Conn.	New Hartford, Conn.	....	....	....	....	2.30	2.20	17.39	17.39
			Northampton, Mass.	Williamsburg, Mass.	....	....	....	....	2.15	....	9.85	....
			So. Deerfield, Mass.	Turners Falls, Mass.	....	....	....	....	2.77	....	12.76	....
			Westfield, Mass.	Holyoke, Mass.	....	....	....	....	10.76	....	21.35	....
4	Holyoke & Westfield Branch, <i>New London Northern R. R. Co., New York, New Haven & Hartford, Midland Division, Air Line Branch, Shore Line Div., Berkshire Br., Western Div.,</i>		New London, Conn.	Brattleboro, Vt.	....	....	....	....	49.40	24.10	170.40	80.20
			Woodlawn Jct., N. Y.	Providence, R. I.	....	....	....	....	196.99	140.25	637.70	463.79
			Boston, Mass.	Hopewell Jct., N. Y.	....	....	....	....	193.97	104.72	573.59	395.24
			New Haven, Conn.	Willimantic, Conn.	....	....	....	....	16.67	16.67	73.17	73.17
			Cedar Hill Jct., N. H.	Springfield, Mass.	....	....	....	....	38.11	79.40	208.71	188.07
			New Haven, Conn.	Bozford, Conn.	....	....	....	....	19.34	16.34	41.12	41.12
			Bozford, Conn.	Mass. State Line.	....	....	....	....	17.31	17.31	76.94	76.94
			Naugatuck Jct., Conn.	Winsted, Conn.	....	....	....	....	42.35	42.35	125.67	125.67
			Stamford, Conn.	New Canaan, Conn.	....	....	....	....	1.84	1.84	9.26	9.26
			Danbury, Conn.	South Norwalk, Conn.	....	....	....	....	15.33	15.33	38.32	38.32
			Branchville, Conn.	Wilson's Pt., Conn.	....	....	....	....	5.41	5.41	7.85	7.85
			Hartford, Conn.	Ridgely, Conn.	....	....	....	....	1.17	1.17	5.33	5.33
			Windsor Locks, Conn.	Suffield, Conn.	....	....	....	....	17.84	17.84	64.04	64.04
			Bridgeport, Conn.	Bozford, Conn.	....	....	....	....	1.17	1.17	5.44	5.44
			Hawleyville, Conn.	Suffield, Conn.	....	....	....	....	5.29	5.29	19.95	19.95
			Waterbury, Conn.	Litchfield, Conn.	....	....	....	....	4.46	4.46	36.74	36.74
			Brookfield, Conn.	Watertown, Conn.	....	....	....	....	.87	.87	5.69	5.69
			Wicopee, N. Y.	Danbury, Conn.	....	....	....	....	1.67	1.67	5.65	5.65
			Berlin, Conn.	Fishkill Ldg., N. Y.	....	....	....	....	11.07	....	12.72	....
			Westfield, Conn.	Middletown, Conn.	....	....	....	....	7.32	7.32	17.02	17.02
			Berlin, Conn.	Waterbury, Conn.	....	....	....	....	6.35	6.35	30.54	30.54
			Anburn, R. I.	New Britain, Conn.	....	....	....	....	7.63	7.63	12.63	12.63
			Valley Falls, R. I.	Hopk., R. I.	....	....	....	....	1.84	....	12.20	....
			Dike St., Providence, R. I.	Henderson St., R. I.	....	....	....	....	1.26	....	6.50	....
			Woonsocket, R. I.	Mass. State Line.	....	....	....	....	.83	....	7.90	....
				Douglas Jct., Mass.	....	....	....	....	6.63	....	34.36	....
				Harrisville, R. I.	....	....	....	....	1.22	....	10.67	....

TABLE I. — CONTINUED.

Number	1	2	3	4		5		6		7		8	
		Chartered.	Opened for use.	LOCATION OF ROAD.		Total.	In Conn.	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.
				From	To								
				Woonsocket, R. I.	Needham Jct., Mass.	24.77	....	1.88	....	....	....	....	....
				Providence, R. I.	East Providence, R. I.	1.88	....	.30	....	.11	....	.11	....
				East Providence, R. I.	Wickford Jct., R. I.	3.42	....	....	....	....	....	....	....
				Wickford Jct., R. I.	Wickford Ldg., R. I.	3.90	....	....	....	....	....	....	....
				Needham Jct., Mass.	Branch	1.04	....	1.04	....	....	....	....	....
				Boston Freight	Willimantic, Conn.	57.76	31.36	4.10	....	....	....	....	....
				Providence, R. I.	Needham, Mass.	4.53	5.35	....	....	....	....	....	....
				West Roxb'y, Mass.	Southbridge, Mass.	17.35	20.17	....	....	....	....	....	....
				E. Thompson, Conn.	B. & A. Jct., Spgt., Mass.	28.31	7.22	....	....	....	....	....	....
				F. Hartford, Conn.	West St., Rockville, Conn.	7.22	7.22	....	....	....	....	....	....
				Melrose, Conn.	Dedham, Mass.	1.53	....	....	....	....	....	....	....
				Dedham Jct., Mass.	Dedham, Mass.	2.00	....	....	....	....	....	....	....
				Islington, Mass.	Colchester, Conn.	3.59	8.59	....	....	....	....	....	....
				Turnerville, Conn.	Rockville, Conn.	4.60	4.60	....	....	....	....	....	....
				Vernon, Conn.	New Rochelle, N. Y.	11.17	....	11.17	....	10.79	....	10.79	....
				Conn. State Line	State Line, Mass.	23.17	....	....	....	....	....	....	....
				Van Dusenville Jct. Mass.	Pittsfield, Mass.	23.66	....	....	....	....	....	....	....
				Providence, R. I.	Worcester, Mass.	40.90	....	39.88	....	2.15	....	2.15	....
				Valley Falls, Mass.	East Providence, R. I.	7.00	....	5.97	....	....	....	....	....
				Boston, Ft. Pt. Channel, Mass.	Newport, R. I.	67.60	....	46.83	....	2.41	....	2.39	....
				Mayflower Park, Mass.	Somerset Jct., Mass.	23.31	....	21.81	....	2.74	....	2.74	....
				Middleboro, Mass.	Provincetown, Mass.	58.66	....	19.72	....	....	....	....	....
				Kaymah, Mass.	Whitenton Jct., Mass.	3.38	....	3.83	....	....	....	....	....
				Braintree, Mass.	Kingston, Mass.	32.31	....	11.71	....	....	....	....	....
				So. Braintree, Mass.	Plymouth, Mass.	23.04	....	14.15	....	....	....	....	....
				Frammingham, Mass.	Lowell, Mass.	23.12	....	4.36	....	....	....	....	....
				New Bedford, Mass.	Fitchburg, Mass.	91.25	....	56.16	....	.91	....	....	....
				Neponset, Mass.	Mattapan, Mass.	3.30	....	3.30	....	.28	....	....	....
				Stoughton Br. Jct., Mass.	Stoughton, Mass.	1.65	....	1.65	....	....	....	....	....
				Harrison Sq., Mass.	Shawmut & Mil'n J., Mass.	2.39	....	2.39	....	....	....	....	....
				Whitman, Mass.	Bridge & Jct. Iron Wks., Ms.	6.12	....	....	....	....	....	....	....
				Elmwood, Mass.	Westdale, Mass.	.75	....	....	....	....	....	....	....
				Atlantic, Mass.	Braintree, Mass.	5.41	....	....	....	....	....	....	....
				Yarmouth, Mass.	Hyannis, Mass.	5.05	....	....	....	....	....	....	....
				Buzzard's Bay, Mass.	Wood's Hole, Mass.	17.54	....	....	....	....	....	....	....
				Tremont, Mass.	Fairhaven, Mass.	15.17	....	....	....	....	....	....	....
				No. Abington, Mass.	Hanover, Mass.	7.80	....	....	....	....	....	....	....
				Marfield, Mass.	Easton, Mass.	7.56	....	....	....	....	....	....	....

Number

TABLE I. — CONTINUED.

1			2		3		4		5		6		7		8		9		10		11		12																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
NAMES OF ROADS AND BRANCHES.																		FIFTH TRACK.		SIXTH TRACK.		SIDINGS.		LENGTH OF ROAD, SINGLE TRACK, MILES.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
[Branches in Italics.]																		Total.	In Conn.	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
Providence Div., <i>Woonsocket Br.</i>																	

TABLE I. — CONTINUED.

1 NAMES OF ROADS AND BRANCHES. [Branches in <i>Italics</i> .]	2 Chartered.	3 Opened for Use.	4 LOCATION OF ROAD.		5 LENGTH OF MAIN LINE AND BRANCHES.		6 DOUBLE TRACK.		7 THIRD TRACK.		8 FOURTH TRACK.	
			From	To	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.
<i>P. & M. R. R. Extension, Middleboro & Taunton Br. Attleboro Branch.</i>	Middleboro, Mass.	Middleboro, Mass.	.42	.....	..	.....	.....	.....	.....	.....
<i>Whitenton "Y"</i>	Middleboro, Mass.	M. & T. Jct., Mass.	8.04	.....	..	.....	.....	.....	.....	.....
<i>Sterling</i>	Pratts Jct., Mass.	Whitenton, Mass.	8.60	.....	.....	.....	.....	.....	.....	.....
<i>Manchester</i>	Lancaster Jct., Mass.	Sterling Jct., Mass.	5.38	.....	.....	.....	.....	.....	.....	.....
<i>Hardboro</i>	Lancaster Jct., Mass.	Lancaster Mills, Mass.	5.03	.....	.....	.....	.....	.....	.....	.....
<i>Prison</i>	Marlboro Jct., Mass.	Marlboro, Mass.	1.63	.....	.....	.....	.....	.....	.....	.....
<i>Wrentham</i>	So. Framingham, Mass.	Woman's Ref., Mass.	1.47	.....	.....	.....	.....	.....	.....	.....
<i>Walpole & Dedham</i>	Walpole Jct., Mass.	No. Attleboro, Mass.	1.65	.....	.....	.....	.....	.....	.....	.....
<i>Fall River</i>	Walpole Jct., Mass.	Adamsdale Jct., Mass.	11.88	.....	.....	.....	.....	.....	.....	.....
<i>F. R. W. & P.</i>	New Bedford, Mass.	No. Attleboro, Mass.	3.86	.....	.....	.....	.....	.....	.....	.....
Freight Con. Southampton St. to <i>Nantasket Beach Branch,</i>	Walpole Jct., Mass.	Norwood Jct., Mass.	5.76	.....	.....	.....	.....	.....	.....	.....
Boston & Providence,	Fall River, Mass.	Fall River, Mass.	12.25	.....	.....	.....	.....	.....	.....	.....
<i>Indian Point</i>	Fall River, Mass.	Warren, R. I.	7.95	.....	.....	.....	.....	.....	.....	.....
<i>West Roxbury</i>	Boston Div., Mass.	So. Bay, Boston, Mass.	.43	.....	.....	.....	.....	.....	.....	.....
<i>Dedham</i>	Nantasket Jct., Mass.	Pemberton, Mass.	6.95	.....	.....	.....	.....	.....	.....	.....
Providence & Mid. Div. Con.,	Boston, Mass.	Pemberton, R. I.	41.89	.....	.....	.....	.....	.....	.....	.....
<i>Stoughton Branch,</i>	Forest Hills, Mass.	Indian Point, "	8.05	.....	.....	.....	.....	.....	.....	.....
Prov., Warren & Bristol,	Readville, "	Dedham, Mass.	5.37	.....	.....	.....	.....	.....	.....	.....
<i>Chatham Branches.</i>	Canton Jct., Mass.	"	2.47	.....	.....	.....	.....	.....	.....	.....
Plymouth & Middleboro,	Indian Point, R. I.	Stoughton, Mass.	1.40	.....	.....	.....	.....	.....	.....	.....
Rhode Island & Mass.,	Harwich, Mass.	Bristol, R. I.	4.05	.....	.....	.....	.....	.....	.....	.....
Milford & Woonsocket,	Plymouth, Mass.	Charham, Mass.	7.77	.....	.....	.....	.....	.....	.....	.....
Milford, Franklin & Providence,	Groton, Conn.	Middleboro, Mass.	.42	.....	.....	.....	.....	.....	.....	.....
South Manchester R. R.,	Franklin, Mass.	Worcester, Mass.	15.03	.....	.....	.....	.....	.....	.....	.....
	Bellingham, Mass.	R. I. State Line	70.91	.....	.....	.....	.....	.....	.....	.....
	Manchester, Conn.	Ashtand, Mass.	6.52	.....	.....	.....	.....	.....	.....	.....
		Franklin, Mass.	13.13	.....	.....	.....	.....	.....	.....	.....
		So. Manchester, Conn.	4.65	.....	.....	.....	.....	.....	.....	.....
			2.25	.....	.....	.....	.....	.....	.....	.....
Total,			2,394.71	1,002.39	771.77	292.01	95.06	47.91	93.63	47.85

TABLE I. — CONCLUDED.

1 NAMES OF ROADS AND BRANCHES. [Branches in <i>Italics</i> .]	2 Chartered.	3 Opened for use.	4 LOCATION OF ROAD.				9 FIFTH TRACK.		10 SIXTH TRACK.		11 SIDINGS.		12 LENGTH OF ROAD, SINGLE TRACK, MILES.	
			From	To			Total	In Conn.	Total	In Conn.	Total	In Conn.	Total	In Conn.
<i>P. & M. R. R. Extension,</i>				Middleboro, Mass.			...	...	...	...	...	...	42	...
<i>Middleboro & Taunton Br.</i>			Middleboro, Mass.	M. & T. Jct. Mass.			...	...	...	...	1.47	...	9.51	...
<i>Attleboro "Y"</i>			Attleboro Br. Jct., Mass.	Attleboro, Mass.			...	...	...	...	3.45	...	12.05	...
<i>Whittemton "</i>				Whittemton, Mass.			...	...	...	...	...	...	98	...
<i>Sterling "</i>			Pratts Jct., Mass.	Sterling Jct., Mass.			...	...	...	...	1.54	...	6.57	...
<i>Lancaster "</i>			Lancaster Br. Jct., Mass.	Lancaster Mills, Mass.			...	...	...	...	1.38	...	2.01	...
<i>Marlboro "</i>			Marlboro Jct., Mass.	Marlboro, Mass.			...	...	...	...	1.43	...	9.89	...
<i>Prison "</i>			So. Framingham, Mass.	Women's Ret., Mass.			...	...	...	...	1.54	...	1.19	...
<i>Wrentham "</i>			No. Framingham, Mass.	No. Attleboro, Mass.			...	...	...	...	3.95	...	15.83	...
<i>Walpole & Dedham "</i>			Walpole Jct., Mass.	Adamsdale Jct., Mass.			...	...	...	...	2.61	...	6.47	...
<i>Fall River "</i>			New Bedford, Mass.	Norwood Jct., Mass.			...	...	...	...	3.25	...	11.01	...
<i>F. R. W. & P. "</i>			Walpole Jct., Mass.	Fall River, Mass.			...	...	...	...	4.25	...	16.50	...
Freight Con. Southampton St. to			Fall River, Mass.	Warren, R. I.			...	...	...	...	1.37	...	9.32	...
<i>Avantasket Beach Branch,</i>			Boston Div., Mass.	So. Bay, Boston, Mass.			...	...	...	...	...	...	.86	...
<i>Indian Point Branch,</i>			Nantasket Jct., Mass.	Pemberton, Mass.			...	...	...	...	3.34	...	17.17	...
<i>Dedham "</i>			Boston, Mass.	Providence, R. I.			...	...	...	...	69.22	...	180.02	...
Providence & Mid. Div. Con.,			East Jct., Mass.	Indian Point, R. I.			...	...	...	...	7.78	...	15.83	...
<i>Stoughton Branch,</i>			Forest Hills, Mass.	Dedham, Mass.			...	...	...	...	4.48	...	15.22	...
<i>Plym. & Bristol Branches,</i>			Readville, Mass.	"			...	...	...	...	18.00	...	22.94	...
Chatham, Plymouth, Mass.			"	"			2.80	...
Norwich & Worcester,			Canton Jct., Mass.	Stoughton, Mass.			...	...	...	...	3.37	...	11.47	...
Rhode Island & Mass.,			Indian Point, R. I.	Bristol, R. I.			...	...	...	...	9.67	...	31.88	...
Milford & Woonsocket,			Harwich, Mass.	Chatham, Mass.			...	...	...	...	1.00	...	8.07	...
Milford, Franklin & Providence,			Plymouth, Mass.	Middleboro, Mass.			...	...	...	...	1.12	...	16.15	...
South Manchester R. R.,			Groton, Conn.	Worcester, Mass.			...	...	...	...	38.79	...	109.70	...
			Franklin, Mass.	R. I. State Line.			...	...	...	...	86	...	7.38	...
			Bellingham, Mass.	Ashland, Mass.			...	...	...	...	3.35	...	18.48	...
			Manchester, Conn.	Franklin, Mass.			...	...	...	...	4.32	...	5.07	...
				So. Manchester, Conn.			...	...	...	...	3.45	...	5.70	...
Total,							8.90	...	8.90	...	1,538.66	...	4,911.66	2,004.64

* This mileage is owned by the N. Y., N. H. & H. R. R. Co. but leased to the Central New England Ry. Co. The mileage as reported by the C. N. E. Ry. Co. is not included in total footings, but that reported by the N. Y., N. H. & H. R. R. Co. is included.

TABLE II.—CAPITAL STOCK.

Number.	RAILROADS.	13 Total amount authorized.	14 Issued for cash.	15 Issued for construction of new properties.	16 Issued for stock of merged lines.	17 Issued for pur- chase of railway or other prop'ly.	18 Issued for acquisition of securities.
1	Central New England Ry. Co.,.....	\$8,550,000.00	.....	.....	\$1,950,000.00	.....	.....
2	Hartford & Conn. Western R. R. Co.,...	3,000,000 00	\$250,000.00	.....	.....	\$800,000.00	\$1,917,000.00
3	New Haven & Northampton Company,.	5,000,000.00	1,882,000.00	\$578,000.00	.....	.....	.....
4	New London Northern R. R. Co.,.....	2,000,000.00	340,700.00	.....	.....	.....	56,700.00
5	N. Y., N. H. & Hartford R. R. Co.,.....	<i>a</i> 238,936.400.00	<i>b</i>.....	.....	.....	.....	.....
6	Norwich & Worcester R. R. Co.,.....	3,831,600.00	6,600.00	2,871,100.00	.....	128,900.00	.....
7	South Manchester R. R. Co.,.....	40,000.00	40,000.00	.....	.....	.....	.....
	Total,.....	\$261,358,000 00	<i>c</i> \$2,519,300.00	\$3,449,100.00	\$1,950,000.00	\$928,900.00	\$1,973,700.00

a By vote of company. Not fixed by charter.*b* The whole amount of capital stock results from merger on May 31, 1907, of the N. Y., N. H. & H. R. R. Co., with The Consolidated Railway Co.*c* See reference "*b*" opposite N. Y., N. H. & H. R. R. Co., under heading, "Issued for cash."

TABLE III.—CAPITAL STOCK.

Number.	RAILROADS.	19 Issued for reorganization.	20 Total par value outstanding.	21 Total par value per last report.	22 Issued per mile of road.	23 Amount held in Connecticut.	24 Amount same per last report.	25 Stockholders in Connecticut.	26 Number of shares per last report.
1	Central New England,.....	\$6,600,000.00	\$8,550,000.00	\$3,550,000.00	\$57,221.00	\$7,365,300.00	\$4,972,100.00	18	19
2	Hartford & Conn. Western,.....	.....	2,967,000.00	2,965,800.00	23,935.00	820,000.00	818,700.00	430	453
3	New Haven & Northampton,.....	.....	2,460,000.00	2,460,000.00	19,370.00	2,460,000.00	2,460,000.00	1	1
4	New London Northern,.....	1,102,600.00	1,500,000.00	1,500,000.00	12,397.00	492,800.00	492,300.00	116	115
5	N. Y., New Haven, & Hartford,.....	.....	6144,017,425.00	121,878,100.00	<i>a</i>	34,381,800.00	19,050,300.00	3,553	3,495
6	Norwich & Worcester,.....	.....	3,006,600.00	3,006,600.00	40,582.00	122,700.00	116,400.00	31	33
7	South Manchester,.....	.....	40,000.00	40,000.00	17,777.77	40,000.00	40,000.00	9	9
	Total,.....	\$7,702,600.00	\$162,541,025.00	\$140,400,500.00	<i>a</i> \$	\$45,682,600.00	\$27,949,800.00	4,158	4,125

a "An assignment as between steam railroad and street railway properties cannot be made accurately," and the item showing total issue per mile of road is therefore omitted.

b Of this amount \$22,130,500.00 is reported as "receipts outstanding for installments paid."

TABLE IV.—FUNDED DEBT AND WORKING LIABILITIES.

Number.	RAILROADS.	27 FUNDED DEBT.		28 Working liabilities.	29 Total funded debt and working liabilities.	30 Funded debt per mile of road.	31 Total stock, funded debt, and working liabilities.
		Total outstanding.	Total per last report.				
1	Central New England,	\$10,664,500.00	\$10,514,500.00	\$3,117,472.58	\$13,781,972.58	\$71,373.00	\$22,331,972.58
2	Hartford & Conn. Western,	700,000.00	700,000.00	228,176.70	9-8,176.70	5,647.00	3,895,176.70
3	New Haven & Northampton,	3,100,000.00	3,109,000.00	876.42	3,100,876.42	24,409.00	5,560,876.42
4	New London Northern,	1,500,000.00	1,500,000.00	4,277.14	1,504,277.14	12,397.00	3,004,277.14
5	N. Y., New Haven & Hartford, ..	2,332,052,500.00	234,859,875.00	15,928,772.23	247,981,272.23 ^b	.....	391,998,697.23
6	Norwich & Worcester,	1,200,000.00	1,200,000.00	63,865.00	1,263,865.00	12,974.00	4,270,465.00
7	South Manchester, .....	.....	.....	30,011.51	30,011.51	.....	70,011.51
	Total,	\$249,217,000.00	\$251,883,375.00	\$19,373,451.58	\$268,590,451.58 ^b	.....	\$431,131,476.58

^a Mortgage bonds,\$53,661,000.00
 Plain bonds, debentures and notes,173,880,000.00
 Miscellaneous funded obligations,11,500.00

\$232,052,500.00

^b "An assignment as between steam railroad and street railway properties cannot be made accurately."

TABLE V.—COMPARATIVE GENERAL BALANCE SHEET.—ASSETS.

Number.	RAILROADS.	PROPERTY INVESTMENT.					SECURITIES.		
		32	33	34	35	36	37	38	39
		Cost of road.	Cost of equipment.	General expenditures.	Floating equipment, street rail-ways and other properties.	Reserve for accrued depreciation. Cr.	Stocks owned.	Funded debt pledged or unpledged.	Miscel-laneous.
1	Central New England Ry. Co.,	\$217,606,681.90	25771,149.83	.....	.....	.....	\$1,150,063.00	\$150,000.00	.....
2	Hartford & Conn. Western R. R. Co. . . .	3,497,400.45	.....	.....	.....	.....	.....	.....	.....
3	New Haven & Northampton Co.,	27,206,351.22	750,000.00	\$2,281.31	.....	.....	.....	.....	.....
4	New London Northern R. R. Co.,	2,927,136.45	248,420.44	.....	.....	.....	150,000.00	.....	.....
5	New York, New Haven & Hartford R. R. Co., ^d	113,901,877.54	255,962,079.45	353,493.57	\$6,346,362.90	\$1,872,720.54	105,651,624.78	15,100,000.00	\$25,394,996.35
6	Norwich & Worcester R. R. Co.,	3,887,710.01	630,620.32	.....	.....	.....	.....	.....	.....
7	South Manchester R. R. Co.,	92,895.67	32,294.85	.....	.....	.....	.....	.....	.....
	Total,	\$149,120,062.24	\$58,394,564.89	\$360,774.88	\$6,346,362.90	\$1,872,720.54	\$106,951,687.78	\$15,250,000.00	\$25,394,996.35

^a \$1,066,916.69 of this amount is reported as expended from July 1, 1907 to June 30, 1910.

^b \$205,807.54 of this amount is reported as expended from July 1, 1907 to June 30, 1910.

^c \$829,133.93 of this amount is reported as expended from July 1, 1907 to June 30, 1910.

^d \$85,523,265.71 of this amount is reported as expended from July 1, 1907 to June 30, 1910.

^e \$23,169,130.64 of this amount is reported as expended from July 1, 1907 to June 30, 1910.

The total "cost of road," "cost of equipment," "general expenditures," and "floating equipment, street railways and other properties," as reported by the New York, New Haven & Hartford Railroad Company is \$174,696,092.92, of which amount \$6,346,362.90 is reported under heading "floating equipment, street railways and other properties."

TABLE V.—COMPARATIVE GENERAL BALANCE SHEET.—ASSETS.—CONCLUDED.

Number.	RAILROADS.	40 Other Investments.	WORKING ASSETS.		43 Accrued income not due.	44 Deferred debit items.	45 Profit and loss or balance.	46 Total.	47 Cost per mile of line.
			41 Cash.	42 Other assets.					
1	Central New England Ry. Co.,	\$800,060.57	\$570,123.38	\$778,876.95	\$10,933.33	\$93,424.78	\$1,112,462.55	\$23,043,776.39	\$123,083.52
2	Hartford & Conn. Western R. R. Co., . . . .	.....	820.04	15,772.50	.....	209,125.00	175,040.71	3,893,176.70	28,214.02
3	New Haven & Northampton Co., . . . .	.....	.....	16,750.00	.....	.....	.....	7,975,382.53	63,686.40
4	New London Northern R. R. Co.,	142,493.02	94,443.55	.....	.....	.....	.....	3,562,493.46	26,244.27
5	New York, New Haven & Hartford R. R. Co.,	64,636,598.65	18,099,040.97	40,086,215.03	970,843.49	6,099,034.74	.....	450,764,376.93	161,734.78
6	Norwich & Worcester R. R. Co.,	99,213.58	89,780.38	691,000.00	.....	180.00	.....	5,398,504.29	63,719.22
7	South Manchester R. R. Co., . . . .	.....	.....	4,686.63	.....	.....	.....	129,877.15	.....
	Total,	\$65,708,295.82	\$18,854,217.32	\$41,593,301.11	\$981,776.82	\$6,401,764.52	\$1,287,503.26	\$494,772,587.35	\$91,184.30

TABLE VI — COMPARATIVE GENERAL BALANCE SHEET — LIABILITIES.

Number.	RAILROADS.	48 Stock.	49 Mortgage, bonded, and secured debt.	50 Working liabilities.	51 Accrued liabilities not due.	52 Deferred credit items.	53 Appropri- ated surplus.	54 Profit and loss or balance.	55 Grand total.
1	Central New England Ry. Co.,	\$8,550,000.00	\$10,573,025.00	\$3,117,472.53	\$451,481.94	\$51,196.77	.....	.....	\$33,043,776.29
2	Hartford & Conn. Western R. R. Co.,	22,937,000.00	700,000.00	328,176.70	.....	.....	.....	.....	3,898,176.70
3	New Haven & Northampton Co.,	2,400,000.00	3,164,045.91	876.42	16,750.00	.....	.....	\$2,333,710.20	7,975,982.53
4	New London Northern R. R. Co.,	1,500,000.00	1,500,000.00	4,277.14	68,060.00	.....	.....	490,156.32	3,562,493.46
5	New York, New Haven & Hartford R. R. Co.,	164,648,145.25	232,537,303.98	15,938,772.23	2,885,835.89	8,356,830.82	\$12,221,745.29	14,195,253.47	460,764,376.93
6	Norwich & Worcester R. R. Co.,	3,006,600.00	1,200,000.00	63,865.00	13,000.00	.....	.....	1,112,039.29	5,398,504.29
7	South Manchester E. R. Co.,	40,000.00	.....	30,011.51	.....	.....	.....	59,865.64	129,877.15
	Total,	\$183,174,745.25	\$249,964,974.89	\$19,373,451.58	\$2,438,117.83	\$8,407,527.59	\$12,221,745.29	\$18,193,024.92	\$494,772,587.35

a Actual amount issued and outstanding.

b "Stock liability for conversion of outstanding securities of constituent companies."

TABLE VII.—INCOME ACCOUNT.

Number.	RAILROADS.	GROSS OPERATING REVENUES.				NET OPERATING REVENUES.			
		56	57	58	59	60	61	62	63
		Total.	Total per last report.	Per mile of road operated.	Per mile run.	Total.	Total per last report.	Per mile of road operated.	Per mile run.
1	Central New England,.....	\$3,022,720.19	\$2,530,213.49	\$10,699.89	2.15057	\$1,289,487.53	\$931,030.07	\$4,564.53	0.91743
2	Hartford & Connecticut West., ^a.....	.....	.....	.....	.....	.....	.....	.....	.....
3	New Haven & Northampton, ^b.....	.....	.....	.....	.....	.....	.....	.....	.....
4	New London Northern,.....	1,083,759.11	1,090,174.13	8,775.38	1.45816	192,461.79	243,395.86	1,558.40	0.25895
5	N. Y., N. H. & Hartford,.....	60,693,667.55	54,347,630.97	29,709.70	2.66564	22,004,451.79	18,267,324.43	10,771.23	0.96643
6	Norwich & Worcester, ^b.....	.....	.....	.....	.....	.....	Deficit	.....	.....
7	South Manchester,.....	19,848.27	17,533.31	8,599.23	1.27669	54.94	1,116.79	24.42	0.00363
	Total,.....	\$64,819,495.12	\$57,985,541.90	\$26,471.63	2.59976	\$23,486,456.05	\$19,441,750.36	9,591.64	0.94898

^aIncluded in report of C. N. E. Ry. Co.^bIncluded in report of N. Y., N. H. & H. R. Co.

TABLE VIII.

Number.	RAILROADS.	DIVIDENDS.					68 Paid for taxes.	69 Paid for Interest.
		64 Total amount paid.	65 Total per last report.	66 Capital stock on which dividends were paid.	67 Capital stock on which no divi- dends were paid.			
1	Central New England Ry. Co.,				\$8,550,000.00	\$104,875.02	\$895,490.00	
2	Hartford & Conn. Western R.R. Co.,	\$59,346.00	\$59,316.00	\$2,967,000.00			31,500.00	
3	New Haven & Northampton Co.,	98,400.00	98,400.00	2,460,000.00			131,000.00	
4	New London Northern R. R. Co.,	135,000.00	135,000.00			631,873.24	68,100.00	
5	New York, New Haven & Htfd. R. R. Co., ^a	9,759,081.00	7,883,842.00 ^a			23,983,377.01	10,255,420.69	
6	Norwich & Worcester R.R. Co.,	240,000.00	240,000.00	3,000,000.00	6,600.00		48,000.00	
7	South Manchester R.R. Co.,				40,000.00	431.52		
	Total,	\$10,291,827.00	\$8,416,558.00	\$8,427,000.00	\$8,593,600.00	\$4,120,556.79	\$11,429,510.69	
	^a 2% on \$100,000,000.00				\$2,000,000.00			
	" " 121,878,100.00				2,437,562.00			
	" " 121,878,100.00				2,437,562.00			
	" " 121,878,100.00				2,437,562.00			
	50c. per share on 446,369 shares.				223,181.50			
	50c. per share on 446,427 shares.				223,213.50			
	^b Paid in State of Connecticut,				\$13,205.45			
	" " " "				\$1,841,667.86			
	^c On mortgage bonds,				\$3,543,365.00			
	" plain bonds, debentures and notes,				7,711,535.69			
	" miscellaneous funded obligations,				460.00			
	^e See Memo. "A."				\$10,285,420.69			
	Total,	\$9,759,081.00						

TABLE IX. — OPERATING EXPENSES.

Number.	RAILROADS.	70 Maintenance of way and structures.	71 Maintenance of equipment.	72 Traffic expenses.	73 Conducting transportation.	74 General expenses.	75 Total.	76 Average mileage operated during year.	77 Per mile of road operated.	78 Per mile run.
1	Central New England,									
2	Hartford & Connecticut	\$510,912.08	\$268,929.41	\$20,973.77	\$393,718.02	\$38,699.38	\$1,733,232.66	282.50	\$6,135.34	1.23314
3	Western, <i>a</i>									
	New Haven &									
	Northampton, <i>b</i>									
4	New London Northern,	183,876.12	58,865.45	27,011.40	598,238.60	23,305.75	891,297.32	121.00	7,216.98	1.19921
5	New York, New Haven & Hartford,.....	7,132,375.64	6,461,772.22	350,943.05	22,942,674.94	1,801,449.91	38,689,215.76	2,042.89	18,938.47	1.69921
6	Norwich & Worcester, <i>b</i>									
		4,587.55	750.70		11,792.82	2,162.26	19,293.33	2.25	8,574.81	1.27306
7	South Manchester,....									
	Total,	\$7,831,751.39	\$6,790,317.78	\$398,928.22	\$24,446,424.38	1,865,617.30	\$41,333,039.07	2,448.64	16,879.99	1.65078

a Included in report of C. N. E. Ry. Co.
b " " " N. Y. N. H. & H. R. R. Co.

TABLE X.—MAINTENANCE OF WAY AND STRUCTURES.

Number.	RAILROADS.	79	80	81	82	83	84	85	86	87
		Superin- tendence.	Ballast.	Ties.	Rails.	Other track material.	Roadway and track.	Removal of snow, sand and ice.	Tunnels.	Bridges, trestles and cul- verts.
1	Central New England Ry. Co.,.....	\$23,509.20	\$20,542.16	\$60,814.90	\$36,519.31	\$22,123.88	\$212,205.39	\$13,886.82	.....	\$68,387.04
2	Hartford & Connecticut Western R. R. Co., ^a.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	New Haven & Northampton Co., ^b.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	New London Northern R. R. Co., ..	4,562.80	Credit 28.52	39,135.48	8,502.47	6,349.37	53,975.19	2,054.60	.....	26,002.70
5	New York, New Haven & Hartford R. R. Co.,....	211,922.64	49,087.14	1,004,444.71	315,278.88	304,196.24	2,151,408.35	175,177.04	\$11,943.07	322,034.88
6	Norwich & Worcester R. R. Co., ^b.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	South Manchester R. R. Co.,.....	.....	.....	.....	.....	.....	3,614.16	.....	.....	.....
	Total,.....	\$240,001.64	\$69,629.30	\$1,104,395.04	\$360,300.66	\$332,672.49	\$3,421,203.09	\$191,718.46	\$11,943.07	\$415,424.12

^a Included in report of C. N. E. Ry. Co.^b " " " N. Y. N. H. & H. R. R. Co.

TABLE X.—MAINTENANCE OF WAY AND STRUCTURES—CONTINUED.

Number.	RAILROADS.	88	89	90	91	92	93	94	95	96
		Over and under grade crossings.	Grade crossings, fences, cattle guards, and signs.	Snow and sand fences, and snow sheds.	Signals and interlocking plants.	Telegraph and telephone lines.	Electric power transmission.	Buildings, fixtures, and grounds.	Docks and wharves.	Roadway tools and supplies.
1	Central New England Ry. Co.,	\$1,309.99	\$11,675.16	\$698.07	\$2,741.70	\$1,978.31	.....	\$28,434.22	\$408.50	\$5,274.07
2	Hartford & Connecticut Western R. R. Co., <i>a</i> .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	New Haven & Northampton Co., <i>b</i> .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	New London Northern R. R. Co.,	4,023.87	2,183.72	.....	187.05	727.89	.....	32,056.44	3,282.49	1,199.59
5	New York, New Haven & Hartford R. R. Co.,	91,229.09	132,757.67	94.10	352,793.29	62,176.74	\$132,297.71	834,361.66	184,395.07	62,656.42
6	Norwich & Worcester R. R. Co., <i>b</i> .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	South Manchester R. R. Co., .....	.....	.....	.....	.....	.....	.....	941.23	.....	.....
	Total,	\$96,562.95	\$146,616.55	\$792.17	\$255,722.04	\$64,882.94	\$132,297.71	\$895,793.55	\$188,086.06	\$69,132.08

a Included in report of C. N. E. Ry. Co.*b* " " " N. Y., N. H. & H. R. R. Co.

TABLE X.—MAINTENANCE OF WAY AND STRUCTURES—CONCLUDED.

Number.	RAILROADS.	97	98	99	100	101	102	103	104
		Injuries to persons.	Stationery and printing.	Other expenses.	Maintain- ing joint tracks, yards, and other facilities, Dr.	Maintain- ing joint tracks, yards, and other facilities, Cr.	Total.	Per mile oper- ated.	Per mile run.
1	Central New England Ry. Co.,.....	\$227.68	\$1,196.29	.....	\$5,180.78	\$6,214.89	\$510,912.08	\$1,808.54	.352
2	Hartford & Connecticut Western R. R. Co., <i>a</i> .....	.....	.....	.....	.....	.....	.....	.....	.....
3	New Haven & Northampton Co., <i>b</i>.....	.....	.....	.....	.....	.....	.....	.....	.....
4	New London Northern R. R. Co.,.....	490.90	140.70	.....	1,236.34	1,736.91	183,876.12	1,519.64	.388
5	New York, New Haven & Hartford R. R. Co.,.....	42,633.86	4,114.74	\$95,958.82	593,606.01	2,230.49	7,132,375.64	3,491.31	.302
6	Norwich & Worcester R. R. Co., <i>b</i>.....	.....	.....	.....	.....	.....	.....	.....	.....
7	South Manchester R. R. Co.,.....	.....	.....	32.16	.....	.....	4,587.55	2,034.47	.303
	Total,.....	\$43,391.94	\$5,451.73	\$96,020.98	\$600,013.13	\$10,171.79	\$7,831,751.39	\$3,198.41	.303

*a*Included in report of Central New England Ry. Co.
*b*Included in report of N. Y., N. H. & H. R. R. Co.

TABLE XI.—MAINTENANCE OF EQUIPMENT.

Number.	RAILROADS.	105 Superin- tendence.	106 Steam locomotives —repairs.	107 Steam locomotives —renewals.	108 Steam locomotives —depreci- ation.	109 Electric locomotives —repairs.	110 Electric locomotives —renewals.	111 Electric locomotives —depreci- ation.
1	Central New England Ry. Co.	\$16,208.10	\$147,483.29	Cr. \$182.81	\$18,998.50	.....	.....	.....
2	Hartford & Conn. Western R. R. Co., <i>a</i>.....	.....	.....	.....	.....	.....	.....	.....
3	New Haven & Northampton Co., <i>b</i>.....	.....	.....	.....	.....	.....	.....	.....
4	New London Northern R. R. Co.,	2,821.54	28,196.07	.....	7,061.24	.....	.....	.....
5	N. Y., N. H. & H. R. R. Co.,	180,738.18	2,209,833.14	836.33	59,956.58	\$140,983.20	.....	.....
6	Norwich & Worcester R. R. Co., <i>b</i>.....	.....	.....	.....	.....	.....	.....	.....
7	South Manchester R. R. Co., .....	.....	467.39	.....	.....	.....	.....	.....
	Total,	\$199,787.82	\$2,385,979.89	\$836.33	\$86,016.32	\$140,983.20	.....	.....

a Included in report of Central New England Ry. Co.*b* Included in report of N. Y., N. H. & H. R. R. Co.

TABLE XI.—MAINTENANCE OF EQUIPMENT—CONTINUED.

Number	RAILROADS.	112 Cars— repairs.	113 Passenger- train cars— repairs.	114 Passenger- train cars— re- newals.	115 Passenger- train cars — depre- ciation.	116 Freight train cars— repairs.	117 Freight train cars— renewals.	118 Freight train cars— deprecia- tion.	119 Electric equipment of cars— repairs.
1	Central New England Ry. Co.,.....		\$14,662.75	649.07	\$3,886.75	\$56,357.89	\$370.49	\$3,614.91	.....
2	Hartford & Conn. Western R. R. Co., <i>a</i>								
3	New Haven & Northampton Co., <i>b</i>								
4	New London Northern R. R. Co.,.....		3,577.13		1,699.88	4,592.09		9,246.16	
5	N. Y., N. H. & H. R. R. Co.,.....		893,110.70	48,237.65	139,568.70	1,315,842.99	66,733.38	400,987.03	\$41,635.24
6	Norwich & Worcester R. R. Co., <i>b</i>								
7	So. Manchester R. R. Co.,.....		259.18						
	Total,.....		\$911,609.76	48,976.72	145,155.33	1,376,792.97	\$67,103.87	413,848.10	\$41,635.24

a Included in report of Central New England Ry. Co.*b* Included in report of N. Y., N. H. & H. R. R. Co.

TABLE XI. — MAINTENANCE OF EQUIPMENT — CONTINUED.

Number.	RAILROADS.	120 ^a . Electric equipment of cars — renewals.	121 Electric equipment of cars — deprec'n.	122 Floating equipment — repairs.	123 Floating equipment — renewals.	124 Floating equipment — depre- ciation.	125 Work equipment — repairs.	126 Work equipment — renewals.	127 Work equipment — depre- ciation.	128 Shop machinery and tools.	129 Power plant equip- ment.
1	Central New England Ry. Co., .....	.....	.....	.....	.....	.....	\$1,018.89	\$198.49	\$1,336.45	\$3,731.01	.....
2	Hartford & Conn. Western R. R. Co., <i>a</i>, .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	New Haven and Northampton Co., <i>b</i>, .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	New London Northern R. R. Co., .....	.....	.....	.....	.....	.....	186.12	.....	554.06	482.15	.....
5	New York, New Haven & H. R. R. Co., .....	.....	.....	\$365,680.56	.....	\$85,064.59	45,449.25	10,104.98	6,308.92	235,258.82	\$36,758.00
6	Norwich & Worcester R. R. Co., <i>b</i>, .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	So. Manchester R. R. Co., .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Total, .....	.....	.....	\$265,680.56	.....	\$85,064.59	\$46,654.26	\$10,303.47	\$8,259.43	\$269,471.93	\$36,758.00

a Included in report of Central New England Ry. Co.*b* Included in report of N. Y., N. H. & H. R. R. Co.

TABLE XI. — MAINTENANCE OF EQUIPMENT — CONCLUDED.

Number.	RAILROADS.	130 Injuries to persons.	131 Stationary and printing.	132 Other expenses.	133 Maintaining joint equipment at terminals. Dr.	134 Maintaining joint equipment at terminals. Cr.	135 Total.	136 Per mile operated.	137 Per mile run.
1	Central New England Ry. Co.,.....	\$2,331.07	\$1,057.17	.....	\$3,029.65	\$5,782.36	\$963,929.41	951.96	.184
2	Hartford & Conn. Western R. R. Co., <i>a</i>.....	.....	.....	.....	.....	.....	.....	.....	.....
3	New Haven & Northampton Co., <i>b</i>.....	.....	.....	.....	.....	.....	.....	.....	.....
4	New London Northern R. R. Co.,.....	47.08	401.93	.....	.....	.....	58,853.45	486.49	.076
5	New York, New Haven & Hartford R. R. Co.,.....	16,895.10	1,155.35	\$232,247.29	1,878.79	3,662.55	6,461,772.22	3,163.05	.274
6	Norwich & Worcester R. R. Co., <i>b</i>.....	.....	.....	.....	.....	.....	.....	.....	.....
7	South Manchester R. R. Co.,.....	.....	.....	24.13	.....	.....	750.70	333.64	.049
	Total,.....	\$19,233.25	\$2,614.45	\$232,271.42	\$4,908.44	Cr. \$9,444.81	\$6,790,317.78	2,773.09	.263

a Included in report of C. N. E. Ry. Co.*b* " " N. Y., N. H. & H. R. R. Co.

TABLE XII.—TRAFFIC EXPENSES.

Number.	RAILROADS.	138	139	140	141	142	143	144	145	146
		Superin- tendence.	Outside agencies.	Advertising.	Traffic associa- tions.	Fast freight lines.	Industrial and immi- gration bureaus.	Station- ery and printing.	Other expenses.	Total.
1	Central New England Ry. Co.,.....	\$9,831.16	.....	\$2,672.53	\$338.98	.....	.....	\$8,131.05	.....	\$20,973.77
2	Hartford & Connecticut Western R. R. Co., <i>a</i>,.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	New Haven & Northampton Co., <i>b</i>,.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	New London Northern R. R. Co.,.....	5,259.71	\$9,453.18	2,505.53	298.52	\$8,119.75	.....	3,369.71	.....	27,011.40
5	New York, New Haven & Hartford R. R. Co.,.....	146,876.09	60,598.90	89,202.59	10,125.94	.....	.....	43,559.83	\$579.10	350,943.05
6	Norwich & Worcester R. R. Co, <i>b</i>,.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	South Manchester R. R. Co.,.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Total,.....	\$161,967.56	\$70,057.08	\$94,380.70	\$10,763.44	\$8,119.75	.....	\$55,060.59	\$579.10	\$398,928.22

a Included in report of Central New England Railway Co.*b* " " N. Y., N. H. & H. R. R. Co.

TABLE XIII.—TRANSPORTATION EXPENSES.

Number.	RAILROADS.	147 Superintend- ence.	148 Dispatching trains.	149 Station employees.	150 Weighing & car service associations.	151 Coal and ore docks.	152 Station sup- plies and expenses.
1	Central New England Ry. Co.,.....	\$19,092.89	\$11,360.62	\$159,415.69	\$411.75	.....	\$7,741.85
2	Hartford and Connecticut Western R. R. Co., <i>a</i>.....	.....	.....	.....	.....	.....	.....
3	New Haven and Northampton Co., <i>b</i>.....	.....	.....	.....	.....	.....	.....
4	New London Northern R. R. Co.,.....	7,193.77	4,278.86	265,397.00	1.33	.....	8,231.56
5	N. Y., N. H. & H. R. R. Co.,.....	290,513.34	151,939.75	4,478,827.64	.....	.....	373,080.53
6	Norwich and Worcester R. R. Co., <i>b</i>.....	.....	.....	.....	.....	.....	.....
7	South Manchester R. R. Co.,.....	1,500.00	2,553.96	.....	.....	.....	.....
	Total.....	\$318,300.00	\$170,133.19	\$4,903,640.33	\$413.08	.....	\$389,053.94

a Included in report of C. N. E. Ry. Co.
b " " N. Y., N. H. & H. R. R. Co.

TABLE XIII.—TRANSPORTATION EXPENSES—CONTINUED.

Number.	RAILROADS.	153 Yardmasters and their clerks.	154 Yard conductors and brakemen.	155 Yard switch and signal tenders.	156 Yard supplies and expenses.	157 Yard engine-men.	158 Enginehouse expenses, yard.
1	Central New England Ry. Co.,.....	\$24,629.05	\$44,122.80	\$1,669.00	\$870.55	\$21,313.23	\$8,950.11
2	Hartford & Connecticut Western R. R. Co., <i>a</i>.....	.....	.....	.....	.....	.....	.....
3	New Haven & Northampton Co., <i>b</i>.....	.....	.....	.....	.....	.....	.....
4	New London Northern R. R. Co.,.....	5,918.43	5,810.02	.....	62.94	5,155.15	1,900.09
5	New York, New Haven & Hartford R. R. Co.,.....	359,518.25	936,774.67	197,731.38	30,645.56	509,849.69	125,749.56
6	Norwich & Worcester R. R. Co., <i>b</i>.....	.....	.....	.....	.....	.....	.....
7	South Manchester R. R. Co.,.....	.....	.....	124.00	.....	.....	.....
	Total,.....	\$390,065.73	\$986,707.49	\$199,524.38	\$31,579.05	\$536,318.07	\$131,599.76

a Included in report of C. N. E. Ry. Co.
b " " N. Y., N. H. & H. R. R. Co.

TABLE XIII.—TRANSPORTATION EXPENSES — (CONTINUED).

Number.	RAILROADS.	159	160	161	162	163	164	165	166	167	168
		Fuel for yard loco- motives.	Water for yard loco- motives.	Lubricants for yard locomotives.	Other supplies for yard locomotives.	Motormen.	Road Enginemen.	Enginhouse ex- penses—road.	Fuel for road loco- motives.	Water for road lo- comotives.	Lubricants for road locomotives.
1	Central New England Ry. Co.,	\$ 32,352.01	1,728.46	704.74	812.81	.....	111,204.45	28,544.66	251,036.52	12,933.19	4,317.53
2	Hartford & Conn. Western R. R. Co., <i>a</i>,	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	New Haven & Northampton Co., <i>b</i>,	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	New London Northern R. R. Co.,	22,602.99	420.80	249.29	244.20	.....	38,877.02	11,432.59	115,455.30	3,970.82	1,201.44
5	N. Y., New Haven & Hartford R. R. Co.,	722,530.22	27,101.13	13,644.11	10,347.04	141,890.39	1,786,931.50	604,052.83	4,259,994.21	283,576.35	77,475.01
6	Norwich & Worcester R. R. Co., <i>b</i>,	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	South Manchester R. R. Co.,	.....	.....	.....	.....	.....	3,236.50	.....	1,804.51	.....	.....
	Total,	\$ 777,535.22	29,250.43	14,598.14	11,404.05	141,890.39	1,940,249.47	644,930.08	4,638,230.84	300,480.36	82,993.73

a Included in report of C. N. E. Ry. Co.
b " " N. Y., N. H. & H. R. R. Co

TABLE XIII.—TRANSPORTATION EXPENSES—CONTINUED.

Number.	RAILROADS.	169	170	171	172	173	174	175	176	177	178	179	180
		Other supplies for road locomotives.	Operating power plants.	Purchased power.	Road trainmen.	Train supplies and expenses.	Interlockers, block signals, and other operation.	Crossing flagmen and gatemen.	Draw-bridge operation.	Clearing wrecks.	Telegraph and telephone operation.	Operating floating equipment.	Express service.
1	Central New England,.....	\$ 4,804.91	.....	.....	139,792.53	12,911.81	11,353.22	10,555.90	.....	2,488.65	2,176.95	4,311.31	.....
2	Hartford & Conn. Western, ^a	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	New Haven & Northamp'n ^b	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	New London Northern,.....	1,187.78	.....	.....	44,993.76	8,564.77	42.40	3,492.68	21.21	.....	.....	.....	.....
5	N. Y., N. H. & H.,.....	74,806.33	230,075.71	97,280.57	2,452,910.51	656,279.39	596,172.54	370,022.01	63,564.22	2,038.00	3,515.67	.....	.....
6	Norwich & Worcester, ^b.....	.....	.....	.....	.....	.....	.....	.....	.....	53,326.38	157,574.40	655,539.97	.....
7	South Manchester,.....	580.67	.....	.....	1,555.00	3.38	.....	.....	.....	.....	.....	.....	.....
	Total	\$ 80,879.69	230,075.71	97,280.57	2,622,261.50	677,759.35	607,568.16	384,361.19	63,585.43	57,853.93	163,267.02	659,851.58	.....

^a Included in report of C. N. E. Ry. Co.^b " " N. Y., N. H. & H. R. R. Co.

TABLE XIII. — TRANSPORTATION EXPENSES — CONCLUDED.

Number.	RAILROADS.	181	182	183	184	185	186	187	188	189	190	191	192
		Stationery and printing.	Other expenses.	Loss and damage—freight.	Loss and damage—baggage.	Damage to property.	Damage to stock on right of way.	Injuries to persons.	Operating joint yards and terminals, Dr.	Operating joint yards and terminals, Cr.	Operating joint tracks and facilities, Dr.	Operating joint tracks and facilities, Cr.	Total.
1	Central New England,....	\$8,280.98	\$133.11	\$12,319.14	\$56.87	\$3,736.20	\$1,755.67	\$35,883.43	\$97,901.48	\$124,750.17	\$2,471.14	\$433.07	\$893,788.02
2	Hartford & Conn. West'n, ^a	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	New Haven & No'amp'n, ^b	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	New London Northern,....	4,846.90	Cr. 4.83	6,533.23	80.68	11,788.59	610.07	9,197.72	1,991.37	4,034.89	4,919.90	.....	598,298.60
5	New York, N. H. & H., ...	241,221.29	14,544.34	324,565.87	2,967.56	116,805.15	586.07	518,611.72	778,800.03	44,714.87	190,394.40	1,783.41	322,942,674.94
6	Norwich & Worcester, ^b...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	South Manchester,.....	.....	374.80	.....	.....	.....	.....	.....	.....	.....	.....	.....	11,792.82
	Total,.....	\$254,349.17	15,053.25	353,478.24	3,105.01	132,330.04	2,952.41	563,642.87	818,693.48	173,499.93	197,725.44	Credit 2,166.48	24,446,484.88

^a Included in report of C. N. E. Ry. Co.^b " " " " N. Y., N. H. & H. R. R. Co.

TABLE XIV. — GENERAL EXPENSES.

Number.	RAILROADS.	193	194	195	196	197	198	199	200	201	202	203	204	205
		Adminis- tration.	Salaries and expenses of general officers.	Salaries and expenses of clerks and attendants.	General office supplies and expenses.	Law expenses.	Insurance.	Relief depart- ment expenses.	Pensions.	Station- ery and printing.	Other expenses.	General adminis- tration joint tracks, yards, and grounds. Dr.	General adminis- tration joint tracks, yards and grounds. Cr.	Total.
1	Central New England.....	.....	\$3,864.02	\$18,344.92	\$841.65	\$4,723.31	\$5,933.78	.....	.....	\$2,611.83	\$2,373.87	.....	.....	\$38,699.38
2	Hartford & Conn., West. <i>a</i>	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	New Haven & No'amp. <i>b</i>	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	New London Northern.....	.....	5,048.72	10,947.28	669.00	2,023.81	2,784.09	.....	.....	1,509.07	318.75	.....	.....	23,305.75
5	N. Y., N. H. & H.,.....	.....	181,683.06	510,382.81	33,441.17	254,362.23	336,220.32	.....	100,048.54	55,873.60	305,651.43	\$18,786.75	.....	1,801,449.91
6	Norwich & Worcester, <i>b</i>..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	South Manchester,.....	.....	\$655.01	.....	.....	.....	273.50	.....	.....	.....	1,209.75	.....	.....	2,162.26
	Total,.....	.....	\$191,250.81	\$539,675.01	\$39,951.82	\$261,114.38	\$348,241.69	.....	100,048.54	\$59,994.50	302,553.80	\$18,786.75	.....	\$1,865,617.30

a Included in report of C. N. E. Ry. Co.*b* " " " " N. Y., N. H. & H. R. Co.

TABLE XV.—PASSENGER TRAFFIC.

Number.	RAILROADS.	206	207	208	209	210	211	212	213	214	215
		Number of passengers carried, including revenue.	Same per last report.	Number of passengers carried, one mile.	Average distance carried.	Total passenger revenue.	Average amount received from each passenger.	Average receipts per passenger mile.	Total passenger service train revenue.	Passenger service train revenue per mile of road.	Passenger service train revenue per train mile.
1	Central New England,.....	965,198	971,810	14,553,381	15.08	\$337,955.81	.35014	.02315	\$478,662.88	\$1,694.35	\$.72170
2	Hartford & Connecticut Western, <i>a</i>,....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	New Haven & Northampton, <i>b</i>,.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	New London Northern,.....	555,370	551,170	8,835,952	15.91	194,331.55	.34991	.02199	246,185.72	1,993.40	.74994
5	New York, New Haven & Hartford,....	82,905,137	75,957,983	1,503,907,990	18.18	24,885,864.74	.30017	.01651	29,005,890.06	14,533.35	1.85231
6	Norwich & Worcester, <i>b</i>,.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	South Manchester,.....	93,559	83,387	200,508	2.25	3,950.39	.04290	.01970	4,072.54	1,810.02	.34645
	Total,.....	84,619,264	77,504,350	1,530,502,731	18.11	25,422,102.49	.30078	.01661	29,734,801.20	12,143.39	1.78152

a Included in report of C. N. E. Ry. Co.
b " " " " N. Y., N. H. & H. R. R. Co.

TABLE XVI.—FREIGHT TRAFFIC.

Number.	RAILROADS.	216 Number of tons carried of freight earning revenue.	217 Same per last report.	218 Number of tons carried one mile.	219 Average distance haul of one ton. Miles.	220 Total freight revenue.	221 Average amount received for each ton of freight.	222 Average receipts per ton per mile.	223 Freight revenue per mile of road.	224 Freight revenue per train mile.
1	Central New England.....	4,489,193	8,790,061	207,327,914	46.18	\$2,520,890.59	\$5.56155	\$.01216	\$8,932.79	\$3.04771
2	Hartford & Connecticut Western, ^a.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	New Haven & Northampton, ^b.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	New London Northern,.....	1,802,560	1,753,706	77,776,812	43.15	\$16,393.78	.45319	.01050	6,614.52	1.96853
5	New York, New Haven & Hartford,.....	23,798,981	13,968,272	2,124,680,965	93.44	30,110,688.30	1.32418	.01417	14,937.55	4.15518
6	Norwich & Worcester, ^b.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	South Manchester,.....	55,200	56,049	140,760	2.25	15,275.73	.27673	.10852	6,739.31	4.49286
	Total,.....	29,085,934	25,574,038	2,409,926,451	82.83	\$33,463,648.40	\$1.15051	\$.01338	\$13,666.22	\$3.94699

^a Included in report of C. N. E. Ry. Co.
^b " " N. Y., N. H., & H. R. Co.

TABLE XVII.—FUEL FOR LOCOMOTIVES.

Number.	RAILROADS.	COAL.		WOOD.		228 Oil, Gallons.	229 Total tons fuel consumed.	230 Total miles run.	231 Average pounds of coal con- sumed per mile.
		225 Number of tons.	226 Average cost per ton.	227 Number of cords.					
1	Central New England Ry. Co.,.....	123,984	\$2.56	488	.....	.....	124,228	1,675,696	148.27
2	Hfd. & Conn. Western R. R. Co., <i>a</i>,.....	.....	.....	.....	.....	.....	.....	.....	.....
3	New Haven & Northampton Co., <i>b</i>,.....	.....	.....	.....	.....	.....	.....	.....	.....
4	New London Northern R. R. Co.,.....	54,247	2.69	190	.....	.....	54,342	923,364	117.70
5	N. Y., N. H. & Hartford R. R. Co.,.....	1,750,785	2.93	.....	.....	.....	1,750,785	29,637,868	118.15
6	Norwich & Worcester R. R. Co., <i>b</i>,.....	.....	.....	.....	.....	.....	.....	.....	.....
7	South Manchester R. R. Co.,.....	513	4.30	6	.....	.....	513	15,155	68.00
	Total,.....	1,929,529	\$2.90	684	.....	.....	1,929,868	32,252,083	119.65

a Included in report of C. N. E. Ry. Co.
b Included in report of N. Y., N. H. & H. R. R. Co.

TABLE XVIII. — MILEAGE AND EMPLOYEES.

Number.	RAILROADS.	232 Passenger trains earning revenue.	233 Freight trains earning revenue.	234 Mixed trains earning revenue.	235 Special train- miles.	236 Total revenue mileage.	237 Mileage of non- revenue trains.	238 Total mileage of all trains.	239 Total per last report.	240 Employ- ees, including officers.	241 Same per last report.
1	Central New England Ry.,.....	591,641	741,797	71,597	506	1,405,541	53,198	1,458,739	1,388,847	1,524	1,513
2	Hartford & Connecticut Western, <i>a</i>.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	New Haven & Northampton, <i>b</i>.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	New London Northern,.....	328,274	414,965	.....	.....	743,239	28,626	771,865	705,814	725	677
5	New York, New Haven & Hartford,.....	15,482,436	7,069,650	176,854	39,924	22,768,864	814,879	23,583,243	22,769,398	33,096	31,551
6	Norwich & Worcester, <i>b</i>.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	South Manchester,.....	11,755	3,400	.....	.....	15,155	.....	15,155	15,840	19	20
	Total.....	16,414,106	8,229,812	248,451	40,430	24,932,799	896,203	25,829,002	24,874,899	35,364	33,761

a Included in report of C. N. E. Ry. Co.*b* Included in report of N. Y., N. H. & H. R. R. Co.

TABLE XIX.—EQUIPMENT

Number.	LOCOMOTIVES.				CARS.						CARS WITH TRAIN BRAKES.		CARS WITH AUTOMATIC COUPLERS.	
	242	243	244	245	246	247	248	249	250	251	252	253	254	255
	Num- ber in service.	Num- ber leased.	Num- ber owned.	With train brake.	Pas- senger service.	Freight and other.	Num- ber leased.	Num- ber owned.	Total cars in service.	In service per last report.	In pas- senger service.	In freight service.	In pas- senger service.	In freight service.
1 Central New England,.....	60	4	56	60	58	338	45	351	396	393	58	248	58	248
2 Hartford & Conn. Western, <i>a</i>.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3 New Haven & Northampton, <i>b</i>.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4 New London Northern,.....	16	8	8	16	21	61	.....	82	82	94	21	20	21	29
5 New York, New Haven & Hfd., 1,220	1,220	154	1,066	1,066	2,522	36,895	1,137	38,280	39,417	37,834	2,522	35,716	2,522	35,716
6 Norwich & Worcester, <i>b</i>.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7 South Manchester,.....	2	.....	2	2	4	.....	.....	4	4	4	4	.....	4	.....
Total,.....	1,298	166	1,132	1,144	2,605	37,294	1,182	38,717	39,399	38,325	2,605	35,984	2,605	35,993

a Included in report of C. N. E. Ry. Co.
b Included in report of N. Y., N. H. & H. R. R. Co.

TABLE XX.

	RAILROADS.	STATIONS.			New ties laid during the year.	HIGHWAY GRADE CROSSINGS IN CON- NECTICUT.	
		256 On main line and branches.	257 In Conn.	258 Average num- ber of miles for each station in Conn.		260 At grade.	261 At grade per last report.
1	Central New England Ry. Co.,.....	112	35	2.18	131,214	<i>a</i>	<i>a</i>
2	Hartford & Conn. Western R. R. Co.,.....	<i>c</i>	<i>c</i>	<i>c</i>	<i>c</i>	66	65
3	New Haven & Northampton Co.,.....	38	18	3.69	<i>b</i>	79	83
4	New London Northern R. R. Co.,.....	43	25	2.24	88,120	64	58
5	New York, New Haven & Hartford R. R. Co.,.....	458	296	2.54	710,890	611	648
6	Norwich & Worcester R. R. Co.,.....	32	23	2.31	<i>b</i>	29	37
7	South Manchester R. R. Co.,.....	1	1	2.25	1,190	3	3
	Total,.....	634	398	2.55	931,414	852	894

a Included in Hartford & Connecticut Western R. R.
b Included in report of N. Y., N. H. & H. R. R. Co.
c Included in report of C. N. E. Ry. Co.

TABLE XXI.—GENERAL PERCENTAGE

Number.	RAILROADS.	262 Gross operating revenues to stock, funded debt, and work- ing liabilities.	263 Net earnings to stock, funded debt, and work- ing liabilities.	264 Net earnings to gross operating revenues.	265 Operating expense to gross operating revenues.	266 Passenger revenue to gross operating revenues.	267 Freight revenue to gross operating revenues.
1	Central New England Ry. Co.,	13.53	05.77	42.66	57.34	11.18	83.40
2	Hartford & Conn. Western R. R. Co., <i>a</i>, .....	.....	.....	.....	.....	.....	.....
3	New Haven & Northampton Co., <i>b</i>, .....	.....	.....	.....	.....	.....	.....
4	New London Northern R. R. Co.,	36.07	6.40	17.76	82.24	17.93	75.38
5	New York, New Haven & Hartford R. R. Co.,	15.48	5.61	36.25	63.74	41.00	49.61
6	Norwich & Worcester R. R. Co., <i>b</i>, .....	.....	.....	.....	.....	.....	.....
7	South Manchester R. R. Co.,	27.63	0.08	00.28	99.72	20.42	78.95
	Total,	15.03	5.45	36.23	63.76	39.22	51.62

a Included in report of C. N. E. Ry. Co.*b* Included in report of N. Y., N. H. & H. R. R. Co.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	CAPITAL STOCK.				
		1906.	1907.	1908.	1909.	1910.
1	Boston & New York Air Line,.....	\$3,907,968.38	.....	.....	.....	.....
2	Central New England,.....	6,600,000.00	\$8,550,000.00	\$8,550,000.00	\$8,550,000.00	\$8,550,000.00
3	Hartford & Connecticut Western,....	2,714,000.00	2,965,500.00	2,965,800.00	2,965,800.00	2,967,000.00
4	New England,.....	25,000,000.00	25,000,000.00	.....	.....	.....
5	New Haven & Northampton,.....	2,460,000.00	2,460,000.00	2,460,000.00	2,460,000.00	2,460,000.00
6	New London Northern,.....	1,500,000.00	1,500,000.00	1,500,000.00	1,500,000.00	1,500,000.00
7	New York, New Haven & Hartford,.	83,857,100.00	121,878,100.00†	121,878,100.00	121,878,100.00	144,017,425.00
8	Norwich & Worcester,.....	3,006,600.00	3,006,600.00	3,006,600.00	3,006,600.00	3,006,600.00
9	Ridgefield & New York,*,.....	261,800.00	261,800.00	261,800.00	261,800.00	†.....
10	South Manchester,.....	40,000.00	40,000.00	40,000.00	40,000.00	40,000.00
	Total,.....	\$123,847,468.38	\$165,662,000.00	\$140,662,300.00	\$140,662,300.00	\$162,541,025.00

* Projected road. † \$52,435,938.80 of this amount is apportioned to steam railroads, and balance, viz.: \$63,442,173.20, to other properties.

‡ Charter expired July 1, 1909.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	FUNDED DEBT.				
		1906.	1907.	1908.	1909.	1910.
1	Boston & New York Air Line,	\$3,777,000.00	.....	.....	.....	.....
2	Central New England,.....	8,500,000.00	\$10,730,500.00	\$10,730,500.00	\$10,514,500.00	\$10,664,500.00
3	Hartford & Connecticut Western,....	700,000.00	700,000.00	700,000.00	700,000.00	700,000.00
4	New England,.....	19,000,000.00	17,500,000.00	.....	.....	.....
5	New Haven & Northampton,	2,600,000.00	3,980,000.00	3,993,000.00	3,109,000.00	3,100,000.00
6	New London Northern,	1,500,000.00	1,500,000.00	1,500,000.00	1,500,000.00	1,500,000.00
7	New York, New Haven & Hartford,...	20,047,000.00	177,138,700.00	230,544,750.00	234,859,875.00	232,052,500.00
8	Norwich & Worcester,.....	1,200,000.00	1,200,000.00	1,200,000.00	1,200,000.00	1,200,000.00
	Total,.....	\$57,324,000.00	\$212,677,200.00	\$248,668,250.00	\$251,883,375.00	\$249,217,000.00

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	WORKING LIABILITIES.				
		1906.	1907.	1908.	1909.	1910.
1	Boston & New York Air Line,.....	\$2,509,141.06	.....	.....	.....	.....
2	Central New England,.....	326,379.22	\$1,275,267.50	\$2,153,419.36	\$2,439,596.35	\$3,117,472.58
3	Hartford & Connecticut Western,....	462,398.46	212,398.46	227,811.70	227,699.20	238,176.70
4	New England,	582,678.52	1,959,979.24	.....	.....	.....
5	New Haven & Northampton,	632,968.95	26,750.00	17.50	24,105.63	876.42
6	New London Northern,.....	11,545.48	4,243.81	4,358.80	4,457.14	4,277.14
7	New York, New Haven & Hartford,..	26,509,548.10	17,083,649.32	11,116,315.87	14,847,904.82	15,928,772.23
8	Norwich & Worcester,.....	63,876.00	63,926.00	63,612.42	63,877.00	63,865.00
9	South Manchester,.....	23,219.13	24,005.81	24,633.16	26,483.33	30,011.51
	Total,	\$31,121,754.92	\$20,650,220.14	\$13,590,168.81	\$17,624,123.47	\$19,373,451.58

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	PROPERTY INVESTMENT, SECURITIES, AND OTHER INVESTMENTS.				
		1906.	1907.	1908.	1909.	1910.
1	Boston & New York Air Line,.....	\$5,320,429.49	.....	.....	.....	.....
2	Central New England,.....	15,032,723.49	\$19,085,519.10	\$19,628,534.30	\$19,820,270.35	\$20,477,955.30
3	Hartford & Connecticut Western,.....	3,706,538.71	3,706,538.71	3,706,034.45	3,706,034.45	3,497,409.45
4	New England,.....	40,828,764.75	44,622,674.34	.....	.....	.....
5	New Haven & Northampton,.....	6,403,149.32	7,165,810.97	7,129,436.17	7,917,815.83	7,956,351.22
6	New London Northern,.....	3,468,049.91	3,468,049.91	3,468,049.91	3,468,049.91	3,468,049.91
7	New York, New Haven & Hartford,...	151,943,071.30	253,268,630.89	282,030,195.40	295,317,190.81	337,023,469.67
8	Norwich & Worcester,.....	4,658,816.51	4,661,923.59	4,658,816.51	4,658,816.51	4,617,543.91
9	Ridgefield & New York, <i>a</i> ,.....	233,810.16	233,810.16	233,810.16	233,810.16	<i>b</i> ,.....
10	South Manchester,.....	125,641.38	126,072.17	123,190.52	125,190.52	125,190.52
	Total,.....	\$231,720,985.02	\$336,339,019.84	\$320,978,067.42	\$335,247,178.54	\$427,165,969.98

a Projected road.*b* Charter expired July 1, 1909.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	TOTAL OPERATING REVENUES.				
		1906.	1907.	1908.	1909.	1910.
1	Central New England,.....	\$1,679,449.81	\$2,153,366.54	\$2,108,786.96	\$2,530,213.49	\$3,022,720.19
2	New England,*.....	.....	.....	.....	.....	.....
3	New Haven & Northampton,*.....	.....	.....	.....	.....	.....
4	New London Northern,.....	1,128,091.23	1,086,877.09	997,956.78	1,090,174.13	1,088,759.11
5	New York, New Haven & Hartford,...	52,984,322.36	55,601,336.32	53,050,147.26	54,347,630.97	60,693,667.55
6	Norwich & Worcester,*.....	.....	.....	.....	.....	.....
7	South Manchester,.....	18,655.13	17,049.80	18,555.95	17,523.81	19,348.27
	Total,.....	\$55,810,518.53	\$58,859,239.75	\$56,175,446.95	\$57,985,541.90	\$64,819,495.12

* Included in N. Y., N. H. & H. R. R. Co.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	TOTAL OPERATING EXPENSES.				
		1906.	1907.	1908.	1909.	1910.
1	Central New England,.....	\$1,508,540.80	\$2,584,413.46	\$1,705,169.75	\$1,599,183.42	\$1,733,232.66
2	New England, *.....	.....	.....	.....	.....	.....
3	New Haven & Northampton, *.....	.....	.....	.....	.....	.....
4	New London Northern,	1,017,375.59	1,007,396.59	876,857.39	846,778.27	891,297.32
5	New York, New Haven & Hartford, ..	35,222,586.53	37,850,081.71	38,213,557.35	36,080,306.54	38,689,215.76
6	Norwich & Worcester, *.....	.....	.....	.....	.....	.....
7	South Manchester,.....	14,443.65	17,088.28	19,014.90	18,640.10	19,293.33
	Total,	\$37,762,946.57	\$41,458,980.04	\$40,814,599.39	\$38,544,908.33	\$41,333,039.07

* Included in N. Y., N. H. & H. R. R. Co.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	REVENUE FROM PASSENGERS.				
		1906.	1907.	1908.	1909.	1910.
1	Central New England,	\$273,982.70	\$295,236.59	\$331,320.49	\$328,199.49	\$337,955.81
2	New England, * .....	.....	.....	.....	.....	.....
3	New Haven & Northampton, * .....	.....	.....	.....	.....	.....
4	New London Northern,	191,826.58	204,660.59	217,187.17	209,735.31	194,381.55
5	New York, New Haven & Hartford, ..	21 128,927.90	22,263,434.51	23,003,115.93	22,852,741.77	24,885,864.74
6	Norwich & Worcester, * .....	.....	.....	.....	.....	.....
7	South Manchester,	4,398.80	4,247.65	3,765.92	3,495.54	3,950.39
	Total,	\$21,599,135.98	\$22,767,579.34	\$23,555,389.51	\$23,394,172.11	\$25,422,102.49

* Included in N. Y., N. H. & H. R. R. Co.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	REVENUE FROM FREIGHT.				
		1906.	1907.	1908.	1909.	1910.
1	Central New England,.....	\$1,292,453.76	\$1,727,607.75	\$1,629,405.59	\$2,052,067.19	\$2,520,890.59
2	New England,* .....	.....	.....	.....	.....	.....
3	New Haven & Northampton,* .....	.....	.....	.....	.....	.....
4	New London Northern,.....	868,127.68	798,877.68	702,333.49	802,460.78	816,898.78
5	New York, New Haven & Hartford, ..	26,576,598.20	27,687,484.56	25,281,494.85	26,595,969.67	30,110,588.30
6	Norwich & Worcester,* .....	.....	.....	.....	.....	.....
7	South Manchester,.....	14,135.50	12,679.30	14,566.68	13,905.42	15,275.73
	Total,.....	\$28,751,315.14	\$30,226,649.29	\$27,627,840.61	\$39,464,403.06	\$33,463,648.40

* Included in N. Y., N. H. & H. R. R. Co.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	NUMBER OF PASSENGERS CARRIED.				
		1906.	1907.	1908.	1909.	1910.
1	Central New England,	721,393	742,025	953,760	971,810	965,198
2	New England,* .....	.....	.....	.....	.....	.....
3	New Haven & Northampton,* .....	.....	.....	.....	.....	.....
4	New London Northern,	494,616	513,021	547,120	551,170	555,370
5	New York, New Haven & Hartford, ..	69,219,147	75,333,816	75,555,969	75,957,983	82,905,187
6	Norwich & Worcester,* .....	.....	.....	.....	.....	.....
7	South Manchester,	101,115	98,976	88,488	88,387	93,559
	Total,	70,536,271	76,687,838	77,145,337	77,564,350	84,519,264

* Included in N. Y., N. H. & H. R. R. Co.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	TONS OF FREIGHT CARRIED.				
		1906.	1907.	1908.	1909.	1910.
1	Central New England,.....	1,932,427	2,707,186	2,595,843	3,790,061	4,489,193
2	New England, .....	.....	.....	.....	.....	.....
3	New Haven & Northampton,*.....	.....	.....	.....	.....	.....
4	New London Northern,.....	1,396,294	1,775,596	1,636,916	1,759,706	1,802,560
5	New York, New Haven & Hartford,...	20,259,296	21,370,230	18,851,844	19,968,272	22,738,981
6	Norwich & Worcester,*.....	.....	.....	.....	.....	.....
7	South Manchester,.....	56,636	50,255	66,659	56,049	55,200
	Total,.....	23,554,653	25,903,267	23,151,263	25,574,088	29,085,934

* Included in N. Y., N. H. & H. R. R. Co.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	AMOUNT PAID IN DIVIDENDS.				
		1906.	1907.	1908.	1909.	1910.
1	Boston & New York Air Line,.....	\$119,940.00				
2	Central New England,.....					
3	Hartford & Connecticut Western,....	54,280.00	\$56,798.00	\$59,322.50	\$59,316.00	\$59,346.00
4	New England,.....	150,000.00	150,000.00			
5	New Haven & Northampton,.....	98,400.00	98,400.00	113,652.00	98,400.00	98,400.00
6	New London Northern,.....	135,000.00	135,000.00	135,000.00	135,000.00	135,000.00
7	New York, New Haven & Hartford, .	6,467,092.00	7,469,428.00	8,279,046.00	7,883,842.00	9,759,081.00
8	Norwich & Worcester,.....	240,000.00	240,000.00	240,000.00	240,000.00	240,000.00
9	South Manchester,					
	Total,	\$7,264,712.00	\$8,149,626.00	\$8,827,020.50	\$8,416,558.00	\$10,291,827.00

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	AMOUNT PAID FOR INTEREST.				
		1906.	1907.	1908.	1909.	1910.
1	Boston & New York Air Line,	\$7,933.35	.....	.....	.....	.....
2	Central New England,	57,750.00	\$62,500.00	\$78,250.00	\$78,250.00	\$895,490.00
3	Hartford & Connecticut Western,	31,500.00	31,500.00	31,500.00	31,500.00	31,500.00
4	New England,	885,000.00	775,000.00	.....	.....	.....
5	New Haven & Derby,	107,000.00	107,000.00	.....	.....	.....
6	New Haven & Northampton, .....	.....	.....	186,635.00	190,254.67	131,000.00
7	New London Northern,	68,120.00	68,120.00	68,120.00	68,120.00	68,100.00
8	New York, New Haven & Hartford, ..	784,490.00	4,244,301.24	8,851,263.05	10,058,953.73	10,255,420.69
9	Norwich & Worcester,	48,000.00	48,000.00	48,000.00	48,000.00	48,000.00
10	South Manchester, .....	.....	.....	.....	.....	.....
	Total,	\$1,939,803.35	\$5,336,421.24	\$9,263,768.05	\$10,475,078.40	\$11,429,510.69

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	ACCIDENTS TO PASSENGERS IN CONNECTICUT.									
		1906.		1907.		1908.		1909.		1910.	
		Fatal.	Not Fatal.	Fatal.	Not Fatal.	Fatal.	Not Fatal.	Fatal.	Not Fatal.	Fatal.	Not Fatal.
1	Central New England,.....		3		5		5				
2	Hartford & Connecticut Western,†.....										
3	New Haven & Northampton,*.....										
4	New London Northern,.....		4		4	1	12		3		19
5	New York, New Haven & Hartford,.....	2	17	2	64	5	72	2	47		47
6	Norwich & Worcester,*.....										
7	South Manchester,.....										
	Total,.....	2	24	2	73	6	89	2	50		66

* Included in N. Y., N. H. & H. R. R. Co.

† Included in C. N. E. R. R. Co.

SUMMARY OF TABLES REFERRING TO STEAM RAILROADS.

	1909.	1910.	INCREASE.	DECREASE.
Capital stock outstanding,	\$140,662,300.00	\$162,541,025.00	\$22,140,525.00	.....
Capital stock in Connecticut,	28,150,150.00	45,682,600.00	17,732,800.00	.....
Funded debt,	251,883,875.00	249,217,000.00	.....	\$2,666,375.00
Working liabilities,	17,624,123.47	19,373,451.58	1,749,328.11	.....
Total stock, funded debt and working liabilities,	410,169,798.47	431,121,476.58	20,961,678.11	.....
Property investment, securities, other investments and working assets,	335,247,178.54	487,974,213.29	152,727,034.75	.....
Gross operating revenues,	57,985,541.90	64,819,495.12	6,833,953.22	.....
Operating expenses,	38,544,908.33	41,333,039.07	2,788,180.74	.....
Operating revenues,	19,441,750.36	23,486,456.05	4,044,705.69	.....
Paid for taxes,	3,571,653.97	4,120,556.79	549,002.82	.....
Paid for interest,	10,475,078.40	11,429,510.69	954,432.29	.....
Paid for dividends,	8,416,558.00	10,291,827.00	1,875,269.00	.....
Passengers revenue,	23,394,172.11	25,422,102.49	2,027,930.38	.....
Freight revenue,	29,464,403.06	33,463,648.40	3,999,245.34	.....
Paid for maintenance of way and structure,	6,680,657.19	7,831,751.39	1,151,094.20	.....
Paid for maintenance of equipment,	6,197,223.06	6,790,317.78	593,094.72	.....
	Mileage, etc.	Mileage, etc.	Increase.	Decrease.
Total length of main line and branches,	2,414.22	2,394.71	.....	19.51
Total of same in Connecticut,	1,006.99	1,002.39	.....	4.60
Total length of sidings,	1,496.75	1,538.66	41.91	.....
Total of same in Connecticut,	600.57	614.48	13.91	.....
Total 2d, 3d, 4th, 5th and 6th tracks,	975.07	978.29	3.22	.....
Total of same in Connecticut,	387.54	387.77	.23	.....
Run by passenger trains,	15,838,235	16,414,106	575,871	.....
Run by freight trains,	7,795,344	8,229,812	434,468	.....
Run by other revenue trains, . . . .	.....	288,881	.....	.....
Run by non-revenue trains, . . . .	.....	896,203	.....	.....
Total run by all trains,	24,874,869	25,529,002	654,133	.....
Passengers carried 1 mile,	1,424,516,605	1,530,502,731	105,986,126	.....
Freight carried 1 mile,	2,120,207,643	2,409,926,451	289,718,808	.....
Number of passengers carried earning revenue,	77,564,350	84,519,264	6,954,914	.....
Number of tons of freight carried earning revenue,	25,574,085	29,085,934	3,511,846	.....
Highway grade crossings in Connecticut,	894	852	.....	42
Number of men employed,	83,761	85,364	1,603	.....
Number of engines in service,	1,301	1,298	.....	3
Number of passenger cars,	2,510	2,605	95	.....
Number of freight and other cars,	35,815	37,294	1,479	.....
Passengers injured — fatal,	2	.....	.....	2
Passengers injured — not fatal,	50	66	16	.....
Employees injured — fatal,	50	24	.....	26
Employees injured — not fatal,	349	380	.....	19
Trespassers injured — fatal,	85	84	.....	1
Trespassers injured — not fatal,	57	51	.....	6
Others injured — fatal,	8	18	10	.....
Others injured — not fatal,	16	27	11	.....
Injured at grade crossings — fatal,	7	10	3	.....
Injured at grade crossings — not fatal,	11	15	4	.....

STREET RAILWAY TABLES.

TABLE No. 1.

STREET RAILWAYS.	From —	To —	Length of road								Total com- puted as single tracks.
			Length of second main track (owned).	Total length of main tracks (owned).	Length of sid- ings and turn- outs (owned).	Total com- puted as single track (owned).	Main track operated under trackage rights.	Main track oper- ated under lease or agree- ment.	Total main track operated.	Length of sidings and turnouts operated under trackage rights and lease or agt.	
1 Bristol & Plainville Tram. Co.,	Bristol	Plainville, Terryville, and Lake Compoince,	12.876	12.876	.867	13.743	.....	.....	12.876	.....	13.743
	Bridgeport	Shelton,	.....	.....	.....	.....	.....	.....	.....	.....	.....
	"	Woodmont,	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Westport and Saugatuck	Westport,	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Westport	Depot, Westport, Saugatuck and Compo Beach,	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Norwalk	Stamford City Line,	.....	.....	.....	.....	.....	.....	.....	.....	.....
	"	Dortan's Point,	.....	.....	.....	.....	.....	.....	.....	.....	.....
	"	Winnepauk,	.....	.....	.....	.....	.....	.....	.....	.....	.....
	"	Roton point,	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Derby	Shelton,	.....	.....	.....	.....	.....	.....	.....	.....	.....
2 Conn. Railway & Lighting Co.,	"	Seymour,	6162.080	6231.718	67.762	6229.480	.....	.....	.....	.....	.....
	"	Asonia,	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Waterbury	Naugatuck,	.....	.....	.....	.....	.....	.....	.....	.....	.....
	"	Watertown,	.....	.....	.....	.....	.....	.....	.....	.....	.....
	"	Waverly,	.....	.....	.....	.....	.....	.....	.....	.....	.....
	"	Mt. Carmel,	.....	.....	.....	.....	.....	.....	.....	.....	.....
	"	Mildale,	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Naugatuck	Seymour,	.....	.....	.....	.....	.....	.....	.....	.....	.....
	New Britain	Southington,	.....	.....	.....	.....	.....	.....	.....	.....	.....
	"	Newington,	.....	.....	.....	.....	.....	.....	.....	.....	.....
	"	Berlin,	.....	.....	.....	.....	.....	.....	.....	.....	.....

Number.

TABLE No. 1 — CONCLUDED.

STREET RAILWAYS.	From —	To —	Length of road (first main track) (owned).	Length of second main track (owned).	Total length of main tracks (owned).	Lengths of sidings and turnouts (owned).	Total combined as single track (owned).	Main track operated under package rights.	Main track operated under lease or agreement.	Total main track operated.	Length of sidings and turnouts operated under package rights and lease or agt.	Total combined as single tracks.
11 So. Man. Light, Power & Tram Co.,	So. Manchester.	Manchester.	a 762	.....	a 762	a 925	a 788	.....	.....	.....	.....	.....
12 West Shore Railway Co.,	Savin Rock	Woodmont.	63 660	63 660	67 320	a 101	67 431	.....	.....	.....	.....	.....
13 N. Y., N. H. & H. R. Co.,	.....	.....	70 642	12 188	82 830	4 152	86 982	.....	.....	.....	.....	.....
Total,	.....	.....	c 763 049	c 158 927	c 921 976	c 40 235	c 932 211	17 704	278 092	d 384 456	10 180	973 333

^a Operated by The Connecticut Co.

^b This mileage is not included in total footings, as The Connecticut Co. report this Company as operated by it from January 1, 1910, to June 30, 1910.

c This mileage is arrived at as follows :

STREET RAILWAYS.

1st main track.	2d main track.	Total main tracks.	Sidings and turnouts.	Total computed as single track.
315.085 376.722	65.417 81.322	381.102 458.044	18.353 17.730	399.455 475.774
.217 <i>h</i> 15.947 <i>h</i> 3.517 <i>h</i> 8.849 <i>h</i> 1.921 <i>h</i> 8.272 <i>h</i> 4.440 <i>h</i> 5.988 <i>h</i> 7.250 5.910 4.706 5.625	.217 <i>h</i> 3.149 <i>h</i> 8.224 <i>h</i> .363...................................	.434 <i>h</i> 19.096 <i>h</i> 3.517 <i>h</i> 8.849 <i>h</i> 1.921 <i>h</i> 16.496 <i>h</i> 4.893 <i>h</i> 5.988 <i>h</i> 7.250 5.910 4.706 5.860	.020 <i>h</i> .216 <i>h</i> .256 <i>h</i> .294 <i>h</i> .124 <i>h</i> .322 <i>h</i> .817 <i>h</i> .420 <i>h</i> .404...............	.454 <i>h</i> 19.312 <i>h</i> 3.773 <i>h</i> 7.143 <i>h</i> 2.045 <i>h</i> 16.818 <i>h</i> 5.620 <i>h</i> 6.408 <i>h</i> 7.654 6.523 4.914 6.318
763.049	158.927	921.976	40.235	962.211

Total,

d This mileage is arrived at as follows :

Length of first main track.	Length of second main track.	Main tracks operated under trackage rights, lease or agreement.	Total main tracks operated.
149.188 376.722	2.119 81.322	12.880 232.916	164.182 740.960
<i>h</i> 5.988 <i>h</i> 7.250 4.706 5.625	..... ..... ..... ..... .....	..... ..... ..... ..... .....	<i>h</i> 5.988 <i>h</i> 7.250 <i>h</i> 7.250 5.910 4.706 5.860
555.384	83.676	235.796	934.856

Operated by other than The Conn. and N. Y., N. H. & H. R. R. Companies,

Operated by The Conn. Co.,

Operated by N. Y., N. H. & H. R. R. Co. as follows:

Berlin to Westfield,

West Street, Rockville, to Melrose,

West Thompson to Massachusetts State line,

Suffield to Massachusetts State line,

Operated by N. Y. & Stamford Ry. Co.,

Total,

e Operated by The Connecticut Company.

f Operated by The N. Y., N. H. & H. R. R. Company.

g Leased to New York & Stamford Railway Company.

h Electrified steam railroad lines.

TABLE No. 2.

Number.	1	2	3	4	5	6	7	8
	Capital authorized by charter.	Capital stock outstanding.	Bonds outstanding.	Floating indebtedness.	Total stock, bonds, and floating debt.	Capital stock issued per mile of road owned.	Bonds issued per mile of road owned.	Cost of construction.
1 Brist. & Plain. Tram. Co.,	\$1,000,000.00	\$375,000.00	\$400,000.00	.....	\$775,000.00	\$29,123.95	\$31,065.55	\$290,266.22
2 Conn. Ry. & Ltg. Co.,	<i>a</i>	17,120,100.00	13,465,700.00	.....	30,585,800.00	77,215.65	60,733.45	.....
3 The Connecticut Co.,	<i>a</i>	40,000,000.00	.....	.....	40,000,000.00	87,327.85	.....	.....
4 Dan. & Bethel St. Ry. Co.,	<i>a</i>	320,000.00	.....	\$123,167.10	743,167.10	21,289.33	.....	.....
5 Farmington St. Ry. Co.,	<i>b</i> 623,000.00	<i>b</i> 157,500.00	<i>b</i> 300,000.00	<i>b</i> 30,000.00	<i>b</i> 217,500.00	<i>b</i> 20,061.56	<i>b</i> 19,958.75	483,784.87
6 Groton & Ston. St. Ry. Co.,	600,000.00	600,000.00	375,000.00	33,579.40	1,003,579.40	30,372.05	18,982.53	860,608.04
7 Hfd. & Springfield St. Ry. Co.,	1,000,000.00	785,000.00	961,000.00	34,000.00	1,780,000.00	17,463.84	21,379.31	1,305,563.73
8 N. L. & E. L. St. Ry. Co.,	225,000.00	150,000.00	200,000.00	143,187.27	493,187.27	13,636.86	18,181.82	381,028.42
9 Norwich & Westerly Ry. Co.,	700,000.00	618,200.00	750,000.00	257,246.93	1,625,446.93	28,620.37	34,722.22	995,454.64
10 Prov. & Danielson Ry. Co.,	1,000,000.00	1,000,000.00	600,000.00	13,572.43	1,613,572.43	38,328.86	22,997.32	1,086,776.26
11 S. Man. Lt., P. & Tram. Co.,	100,000.00	10,000.00	.....	53,575.23	63,575.23	13,123.36	.....	11,000.00
12 West Shore Ry. Co.,	200,000.00	80,000.00	30,000.00	107,056.57	217,056.57	10,928.96	4,098.36	209,707.93
Total,	\$5,637,000.00	\$61,215,800.00	\$17,111,700.00	\$795,384.93	\$79,122,884.93	\$66,396.31	\$18,559.81	\$5,743,212.16

a Amount not fixed by charter.*b* Report for six months ending December 31, 1909, at which time the company was merged with the N. Y., N. H. & H. R. R. Co.

TABLE No. 2 — CONCLUDED.

Number.	9	10	11	12	13	14	15	16	17
	Cost of equipment.	Total cost of construction and equipment.	Cost of construction and equipment per mile of road owned.	Gross earnings from operation.	Operating expenses.	Operating expenses per cent. of gross earnings.	Operating expenses and taxes per car mile.	Operating expenses and taxes per car hour.	Operating expenses and taxes per cent. of gross earnings.
1 Brist. & Plain. Tram. Co.,	\$502,013.19	\$792,297.41	\$61,531.49	\$96,808.54	\$56,012.10	57.82	.1688	1.329	67.09
2 Conn. Ry. & Ltg. Co.,	.....	*39,978,800.15	.....	.....	.....	.....	.....	.....	.....
3 The Connecticut Co.,	.....	39,778,834.83	86,845.01	7,235,728.78	4,461,589.69	61.66	.1699	1.570	62.07
4 Dan. & Bethel St. Ry. Co.,	282,025.70	765,810.57	50,948.74	136,018.85	98,802.44	72.64	.1832	1.649	76.63
5 Farmington St. Ry. Co.,	b 97,550.41	b 238,572.46	b 25,111.18	b 30,703.09	b 16,656.24	b 54.24	b .1714	b 2.049	b 59.03
6 Groton & Ston. St. Ry. Co.,	159,066.98	1,019,675.02	51,616.05	112,383.67	56,361.51	50.15	.1439	1.791	56.93
7 Hfd. & Springfield St. Ry. Co.,	476,969.86	1,782,538.59	39,655.92	200,814.70	126,892.71	63.17	.1615	2.112	69.29
8 N. L. & E. L. St. Ry. Co.,	97,716.06	478,744.48	43,522.23	45,195.50	36,986.81	81.81	.2180	2.540	87.88
9 Norwich & Westerly Ry. Co.,	314,247.69	1,309,702.33	60,634.34	80,660.39	59,145.99	73.33	.1861	2.299	77.05
10 Prov. & Danielson Ry. Co.,	557,588.90	1,624,365.16	62,260.06	87,810.53	83,320.69	94.88	.1536	1.434	96.55
11 S. Man. Lk., P. & Tram. Co.,	.....	11,000.00	14,435.67	.....	.....	.....	.....	.....	.....
12 West Shore Ry. Co.,	8,091.47	217,799.40	29,754.02	.....	.....	.....	.....	.....	.....
Total,	\$3,495,270.26	\$78,996,117.40	\$5,681.82	\$8,026,184.05	\$4,995,738.18	62.24	.1688	1.581	62.74

^a Amount not fixed by charter.^b Report for six months ending December 31, 1909, at which time the company was merged with the N. Y., N. H. & H. R. R. Co.

TABLE 3.

Number.	STREET RAILWAYS.	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
		Net earnings.	Income from other sources.	Gross earnings operated.	Operating ex-penses per mile operated.	Net earnings per mile operated.	Car earnings per car mile.	Miscellaneous earnings per car mile.	Gross earnings per car mile.	Operating ex-penses per car mile.	Net earnings per car mile.	Car earnings per car hour.	Miscellaneous earnings per car hour.	Gross earnings per car hour.	Operating ex-penses per car hour.	Net earnings per car hour.	Taxes paid State.	Interest paid.
1	Brist. & Plain. Tram. Co.,	\$40,856.44	35,045.31	7,523.19	4,350.12	3,173.07	.2479	.0036	.2515	.1454	.1061	1.954	.028	1.932	1.146	.836	5,759.51	17,410.00
2	Conn. Ry. & Lig. Co.,	2,774,139.09	1,164,755.66														193,555.95	611,427.00
3	The Connecticut Co.,		60,559.54	9,765.34	6,021.36	3,743.98	.2680	.0087	.2737	.1688	.1049	2.470	.050	2.520	1.550	.970	2,747.87	
4	Dan. & Bethel St. Ry. Co.,	87,216.41		9,040.23	6,573.24	2,475.98	.2924	.0067	.2391	.1737	.0654	2.092	.060	2.152	1.563	.589	5,320.12	21,597.80
5	Farmington St. Ry. Co.,	214,046.85	2179.96	22,053.16	21,113.83	2939.33	.2893	.0009	.2302	.1574	.1328	23.458	.012	23.470	21.832	21.588	21,468.33	21,586.16
6	Groton & Ston. St. Ry. Co.,	56,022.16		5,688.87	2,853.02	2,835.85	.2515	.0013	.2528	.1268	.1200	3.131	.016	3.147	1.578	1.569	7,050.00	20,993.26
7	Hfd. & Springf'd St. Ry.,	73,951.99		4,467.51	2,822.31	1,645.20	.2403	.0007	.2410	.1468	.0942	3.050	.010	3.070	1.940	1.130	11,530.50	49,424.13
8	N. L. & E. L. St. Ry. Co.,	8,208.69		4,108.68	3,362.44	746.24	.2460	.0020	.2480	.3030	.0450	2.867	.024	2.891	2.366	0.525	2,678.82	13,777.60
9	Nor. & Westerly Ry. Co.,	21,514.40		3,159.44	2,316.73	842.71	.2407	.0009	.2416	.1772	.0644	2.973	.011	2.984	2.138	0.796	2,510.92	37,500.00
10	Prov. & Danielson Ry. Co.,	4,439.84	15,050.88	2,506.00	2,377.87	198.13	.1547	.0044	.1591	.1510	.0081	1.495	.042	1.537	1.469	0.078	282.07	30,319.95
11	So. Man. Lt., P. & Tram.,		26,645.53														393.79	3,214.52
12	West Shore Ry. Co.,																1,004.00	1,500.00
	Total,	\$2,030,445.87	1,281,536.43	8,585.47	5,343.86	3,241.61	.2635	.0054	.2639	.1674	.1015	2.470	.0050	2.520	1.568	0.952	239.30	808,750.42

a Report for six months ending Dec. 31, 1900, at which time the company was merged with the N. Y., N. H. & H. R. R.

b Income from Electric Lighting and Gas Plant, . . . \$5,945.58

Income from lease of railway, . . . 700.00

\$6,645.58

TABLE No. 4.

Number.	STREET RAILWAYS.	31 Dividend paid.	32 Total car miles.	33 Total car hours.	34 Fare passengers carried.	35 Fare pass- engers per mile run. Passenger	36 Fare pass- engers per car hour. Passenger	37 Fare passengers per mile of main track operated.	38 Average fare reve- nue pas- sengers.	39 Average fare reve- nue pas- sengers (including transfer passengers).	40 Average number of employees during year.	41 ACCIDENTS.	
												Killed.	Injur'd.
1	Bristol & Plainville Tramway Co.,	\$25,250.00	335,129	48,874	1,902,811	5.09	40.16	152,439	.04652	.04472	80	.....	12
2	Connecticut Railway & Lighting Co.,	684,804.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	The Connecticut Co.,	600,000.00	20,435,304	2,862,585	137,203,071	5.29	49.51	185,350	.04936	.04138	4,498	35	2,139
4	Danbury & Bethel Street Railway Co.,	12,800.00	565,710	63,190	2,660,052	4.67	42.09	176,970	.04970	.03810	75	1	6
5	Farmington Street Railway Co.,	.....	2105,756	28,846	2593,416	25.96	272.33	239,682	2.05000	2.05000	27	.....	.....
6	Groton & Stonington Street Ry. Co.,	21,000.00	444,510	35,710	2,171,334	5.17	65.54	100,913	.04730	.04660	40	.....	24
7	Hartford & Springfield Street Ry. Co.,	2,850.00	823,930	65,408	3,434,156	4.23	57.70	76,399	.0671	.0546	101	2	4
8	New London & E. Lyme Street Ry. Co.,	.....	181,643	15,632	891,313	5.57	64.80	81,028	.0474	.....	18	.....	.....
9	Norwich and Westerly Railway Co.,	.....	332,892	27,029	1,382,105	4.33	58.40	54,137	.0499	.0409	35	1	2
10	Providence & Danielson Railway Co.,	.....	551,859	57,095	1,272,883	2.80	31.21	36,325	.0478	.0473	76	.....	2
11	So. Man. Lt., Power & Tram. Co.,	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12	West Shore Railway Co.,	4,000.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Total,	\$1,354,704.00	20,842,734	3,184,369	151,631,091	5.20	49.49	162,197	.04945	.04182	4,950	39	2,189

a Report for six months ending December 31, 1909, at which time the Company was merged with the N. Y., N. H. & H. R. R. Co.

SUMMARY OF TABLES REFERRING TO STREET RAILWAYS.

	1909	1910	Increase.	Decrease.
Capital stock outstanding,	\$21,490,800.00	\$61,215,800.00	\$39,725,000.00	.....
Bonds outstanding,	17,061,700.00	17,111,700.00	50,000.00	.....
Floating indebtedness,	839,758.64	795,384.93	.....	\$44,373.71
Cost of construction and equipment, .	39,780,056.94	78,996,117.40	39,216,060.46	.....
Gross operating revenue,	7,610,418.75	8,026,184.05	415,765.30	.....
Operating expenses,	4,509,636.21	4,995,738.18	486,101.97	.....
Net operating revenue,	3,100,782.54	3,030,445.87	.....	70,336.67
Dividends,	746,231.50	1,254,704.00	608,472.50	.....
Interest paid,	805,049.20	803,750.42	3,701.22	.....
Taxes paid State,	228,273.80	239,302.18	11,028.38	.....
	Miles.	Miles.	Increase.	Decrease.
Length of first and second main tracks owned exclusive of sidings,	911.423	921.976	10.553	.....
Length of first and second main tracks owned including sidings,	951.652	962.211	10.559	.....
Miles run,	28,882,338	29,842,734	960,396	.....
Fare passengers carried,	143,386,515	151,631,091	8,244,576	.....
Number of employees,	4,535	4,950	415	.....
Number of persons injured fatally, .	39	39	.....	.....
“ “ “ “ not fatally,	1,437	2,169	732	.....

Names of Railroad Commissioners, Commencement of Term, and Residence.

Zaccheus W. Bissell,*	Sharon,	1853	
Moses B. Harvey,*	Stafford,	1853	
John Sewart,*	Chatham,	1853	resigned.
James N. Palmer,*	New Haven,	1854	to fill vacancy.
John Gould,*	Fairfield,	1854	
John S. Jewett,*	Sharon,	1855	
Henry Hammond,*	Killingly,	1856	
Patten Fitch,*	Bolton,	1857	
John Gould,*	Fairfield,	1858	
George D. Wadhams,*	Torrington,	1859	
Henry Hammond,*	Killingly,	1860	
Joseph W. Dudley,*	Madison,	1861	
John J. Jacques,*	Waterbury,	1862	to fill vacancy.
Abel Scranton,*	Madison,	1862	
Samuel Fitch,*	Stafford,	1863	
Abel Scranton,*	Madison,	1864	
William A. Cummings,*	Darien,	1865	
Samuel Fitch,*	Stafford,	1866	
Albert Austin,*	Suffield,	1867	
James Pike,*	Sterling,	1868	
Charles H. Denison,*	Stonington,	1869	resigned.
Simeon Gallup,*	Groton,	1870	to fill vacancy.
John I. Hutchinson,	Essex,	1870	
James Pike,*	Sterling,	1871	resigned.
Simeon Gallup,*	Groton,	1872	to fill vacancy.
Andrew Northrop,*	Brookfield,	1872	
Charles W. Scott,*	Sprague,	1873	to fill vacancy.
George W. Arnold,*	Haddam,	1873	
George M. Woodruff,	Litchfield,	1874	
Minott A. Osborn,*	New Haven,	1875	
George W. Arnold,*	Haddam,	1876	
George M. Woodruff,	Litchfield,	1877	
John W. Bacon,*	Danbury,	1877	to fill vacancy.
John W. Bacon,*	Danbury,	1878	
Francis A. Walker,*	New Haven,	1879	resigned Nov.
William H. Hayward,*	Colchester,	1880	to fill vacancy.
George M. Woodruff,	Litchfield,	1880	
John W. Bacon,*	Danbury,	1881	
William H. Hayward,*	Colchester,	1882	
George M. Woodruff,	Litchfield,	1883	
John W. Bacon,*	Danbury,	1884	
William H. Hayward,*	Colchester,	1885	
George M. Woodruff,	Litchfield,	1886	
William O. Seymour,	Ridgefield,	1887	
George M. Woodruff,	Litchfield,	1889	
William H. Hayward,*	Colchester,	1889	
William O. Seymour,	Ridgefield,	1891	
George M. Woodruff,	Litchfield,	1893	
Alex. C. Robertson,*	Montville,	1893	
William O. Seymour,	Ridgefield,	1895	
Orsamus R. Fyler,*	Torrington,	1897	
Washington F. Willcox,*	Chester,	1897	
William O. Seymour,	Ridgefield,	1899	
Orsamus R. Fyler,*	Torrington,	1901	
Washington F. Willcox,*	Chester,	1901	
William O. Seymour,	Ridgefield,	1903	
Andrew F. Gates,	Hartford,	1905	
Orsamus R. Fyler,*	Torrington,	1905	
William O. Seymour,	Ridgefield,	1907	
E. J. Doolittle,	Meriden,	1909	to fill vacancy.
Andrew F. Gates,	Hartford,	1909	res'd Oct. 1, 1910.
Richard T. Higgins,	Winsted,	1910	to fill vacancy.

Clerk,.....HENRY F. BILLINGS,
HARTFORD, CONN.

OFFICE, Nos. 41 and 43 State Capitol, Hartford.

RAILROAD RETURNS.

CENTRAL NEW ENGLAND RAILWAY CO.

History.

Exact name of common carrier making this report: Central New England Railway Company.

Date of organization: January 12, 1899.

Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof: General railroad laws of the State of New York.

If a consolidated company, name the constituent companies. Give reference to the charters of each, and all amendments of same:

The Central New England Railway Company is the successor, through reorganization after foreclosure, of the Philadelphia, Reading and New England Railroad. Judgment of foreclosure and sale June 27, 1898. Purchase by reorganization committee, October 6, 1898. Certificate of incorporation, January 12, 1899.

The Philadelphia, Reading and New England Railroad Company was organized August 1, 1892, and was a merger of the Poughkeepsie Bridge Company, incorporated in New York, May 31, 1871, and the Central New England and Western Railroad Company, formed July 22, 1889, by consolidation of the Hudson Connecting Railroad Company and the Poughkeepsie and Connecticut Railroad Company, date July 22, 1889, and August 1, 1892.

Under agreement dated June 7, 1907, the capital stock, franchises and property of the following constituent companies were merged with the Central New England Railway Company, effective June 25, 1907, upon the filing of the agreement in the offices of the secretary of state of the State of New York and of the clerk of Dutchess County.

The Poughkeepsie Bridge Railroad Company, organized under the general railroad laws of the State of New York, June 5, 1888.

The Dutchess County Railroad Company, organized under the general railroad laws of the State of New York, April 19, 1890.

The Newburgh, Dutchess and Connecticut Railroad Company, successor to the Dutchess and Columbia Railroad, organized January 8, 1877.

The Poughkeepsie and Eastern Railway Company, successor to the New York and Massachusetts Railway Company, organized April 13, 1893.

Date and authority for each consolidation: July 22, 1889 — August 1, 1892 — June 25, 1907. Railroad laws of the State of New York.

If a reorganized company, give names of original corporation and refer to laws under which it was organized.

Directors of the Company.

Name.	Post-office.	Date of expiration of term.	
CHARLES S. MELLEN,	New Haven, Conn.	Until succeeded.	
J. PIERPONT MORGAN,	New York City.	"	"
GEO. MACCULLOCH MILLER,	" "	"	"
GEO. J. BRUSH,	New Haven, Conn.	"	"
EDWIN S. MILNER,	Moosup, Conn.	"	"
WILLIAM SKINNER,	Holyoke, Mass.	"	"
D. NEWTON BARNEY,	Farmington, Conn.	"	"
WILLIAM ROCKEFELLER,	New York City.	"	"
JAMES S. ELTON,	Waterbury, Conn.	"	"
FREDEBICK F. BREWSTER,	New Haven, Conn.	"	"
A. HEATON ROBERTSON,	" "	"	"

Officers of the Company.

Title.	Name.	Official address.	
Chairman of the Board,	CHAS. S. MELLEN,	New Haven, Conn.	
President,	CHARLES S. MELLEN,	"	"
Vice-President,	EDWIN MILNER,	Moosup,	"
Vice-President,	H. M. KOCHERSPERGER,	New Haven,	"
Vice-President,	E. H. MCHENRY,	"	"
Secretary,	JOHN G. PARKER,	"	"
Treasurer,	AUGUSTUS S. MAY,	"	"
General Counsel,	E. D. ROBBINS,	"	"
Auditor,	ROBERT T. BIRD,	Hartford,	"
Chief Engineer,	W. J. BACKES,	"	"
General Superintendent,	O. M. LAING,	"	"
General Freight Agent,	W. H. SEELEY,	"	"
General Pass. Agent,	W. H. SEELEY,	"	"
Commissioner,	A. A. MAXWELL,	New Haven, Conn.	

Officer to whom correspondence concerning this report should be addressed:
Robert T. Bird, auditor, Hartford, Conn.

Transportation Corporations Controlled by Respondent.

Name.	CONTROL.			
	Sole or joint.	How established.	Extent.	Direct or indirect.
Active Corporations :				
Hartford & Conn. Western R. R. Co.,	Sole	Right through title to majority of stock owned.	54% of stock	Direct

Facts Pertaining to Control of Respondent.

Date of last meeting of stockholders for election of directors: November 3, 1909.

Date of last closing of stock books before end of year for which this report is made: Not closed.

Total number of stockholders of record at that date: 248.

Has each share of stock one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors? No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1910? If control was so held, state:

The form of control, whether sole or joint: Right through title to securities owned.

The name of the controlling corporation or corporations: New York, New Haven and Hartford R. R. Co.

The manner in which control was established: Right through title to securities owned.

The extent of control: Majority of stock.

Whether control was direct or indirect: Direct (see note).

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1910: No.

NOTE—While a controlling interest in the capital stock and general mortgage bonds is owned by the New York, New Haven and Hartford R. R. Co., this company is not leased to or operated by that company. This company operates its own road.

Road Operated—Entire Line.

Name.	TERMINI.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
1. Central New England Ry.,	A Campbell Hall	Silvernails	42.90	42.90
" " "	B Poughkeepsie	Hopewell	12.40	.....
" " "	B Dutchess Jct.	State Line	58.84	.....
" " "	B Poughkeepsie	Boston Corners	35.28	106.52
3. Hartford & Conn. Western,	Hartford	Rhinecliff	109.75	.....
" " "	Tariffville	Agawam Jct.	14.21	123.96
4. N. Y., N. H. & H. R. R.	Wicopee Jct.	Fishkill Land'g	1.65	1.65
5. Boston & Albany R.R.(N.Y.C. & H. R. R. Co., Lessees.),	Agawam Jct.	Springfield	3.50	3.50
Total mileage operated, . . . . .			.....	278.53

Road Jointly Owned or Road Jointly Leased.

None.

Outside Operations and Other Properties.

None.

Road or Tracks Acquired by Respondent through Lease or other Agreement.

Name of owning company.	Miles of line.	LEASE OR AGREEMENT.		
		Date.	Term.	Concise summary of provisions.
Hartford & Conn. Western R. R. Co.	123.96	Aug. 30, 1890	50 Years	Annual rental of 2% on the Capital Stock. All taxes, rates, charges, assessments and interest on the Bonds to be paid by the lessee.
New York, New Haven & Hartford R. R. Co.,	1.65	Sept. 15, 1906	On notice either party to the other	Annual rental of \$1,000.00 and all taxes and assessments.

Road Assigned to Another Carrier Through Lease or Other Agreement.
None.

Capital Stock.

Description.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	Total par value not held by respondent corporation.
Common, .	48,000	\$100	\$4,800,000.00	\$4,800,000.00	\$4,800,000.00
Preferred, .	37,500	100	3,750,000.00	3,750,000.00	3,750,000.00
Total, . .	85,500	....	\$8,550,000.00	\$8,550,000.00	\$8,550,000.00

	Total no. of shares outstanding.
*Issued for stock of Merged Lines — Common,	13,500
“ “ “ “ Preferred,	6,000
†Issued for Reorganization — Common,	34,500
“ “ “ “ Preferred,	31,500
Total,	85,500

* Issued in exchange for stock of the Poughkeepsie Bridge Co., Dutchess County R. R. Co., Newburgh, Dutchess and Conn. R. R., Poughkeepsie and Eastern Ry. Co.

† Issued in exchange for stock of the Philadelphia, Reading and New England R. R.

Funded Debt.

Class of bond or obligation.	TERM.		Total par value authorized.	Total par value outstanding.	Total par value held by re- spondent pledged as collateral.	Total par value not held by respon- dent
	Date of issue.	Date of Ma- turity.				
First Mortgage	1899	1919	\$1,250,000.00	\$1,250,000.00	.....	\$1,250,000.00
First Mortgage Dutchess Co. R. R.	1890	1940	350,000.00	350,000.00	.....	350,000.00
First Mortgage P. & E. Ry. . .	1894	1934	500,000.00	500,000.00	.....	500,000.00
First Mortgage N. D. & C. R. R.	1877	1907	150,000.00	150,000.00	\$150,000.00	150,000.00
Income Bonds, General	1899	1949	7,250,000.00	7,250,000.00	.....	7,250,000.00
Income Bonds N. D. & C. R. R.	1877	1977	1,625,000.00	1,164,500.00	.....	1,164,500.00
Total			\$11,125,000.00	\$10,664,500.00	\$150,000.00	\$10,664,500.00

INTEREST.

Rate.	When payable.	Amount accrued during year.	Amount paid during year.
5 per cent.	February and August, . . .	\$62,500.00	\$62,500.00
4½ " "	June and December, . . .	15,750.00	15,750.00
" "	May and November, . . .	25,000.00	387,500.00
7 " "	June and December, . . .	.....	.....
4 " "	October,	362,020.00	290,000.00
6 " "	June and December, . . .	69,870.00	139,740.00
		\$535,140.00	\$895,490.00

Recapitulation of Funded Debt.

Kind of bond or obligation.	Total par value outstanding.	Total par value held by respondent pledged as collateral.	Total par value not held by respondent corporation.	INTEREST.	
				Amount accrued during year.	Amount paid during year.
Mortgage Bonds,	\$2,250,000.00	\$150,000.00	\$2,250,000.00	\$103,250.00	\$465,750.00
Income Bonds,	8,414,500.00	.....	8,414,500.00	1,890.00	429,740.00
Total, .	\$10,664,500.00	\$150,000.00	\$10,664,500.00	\$535,140.00	\$895,490.

Recapitulation of Funded Debt—Continued. :

Purpose of the issue.	Total par value outstanding.	Total cash realized.
Issued for Cash,	\$1,149,000.00	\$1,173,500.00
Issued for Construction,	500,000.00	.....
Issued for Acquisition of Securities,	101,000.00	.....
Issued for Reorganization,	500,000.00	.....
Issued in Exchange for Bonds of Phila., Read- ing & N. E. R. R.,	7,250,000.00	.....
Issued in Exchange for 1st Mortgage Bonds of Dutchess County R. R.,	1,164,500.00	.....
Total,	\$10,664,500.00	\$1,173,500.00

Recapitulation of Capitalization.

Account.	Total par value outstanding.	Assignment to railways.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 158), .	\$8,550,000.00	\$8,550,000.00	149.42	\$57,221.00
Funded Debt (p. 159),	10,664,500.00	10,664,500.00	149.42	71,373.00
Total,	\$19,214,500.00	19,214,500.00	149.42	\$128,594.00

Premium on Securities.

None.

Discount on Securities.

None.

Security for Funded Debt.

Designation of bond or obligation.	ROAD OR TRACKS MORTGAGED.			Amount of mortgage per mile of line.	Equipment, income, securities, and other property mortgaged.
	From	To	Miles.		
First Mortgage, . . .	Silvernails,	Campbell Hall,	42.90	\$29,197	} Road and Equip- ment, and 13,900 shares of the Hart- ford & Connecticut Western R. R. Co. Stock.
General Mortgage, . .	"	"	42.90	168,998	
First Mortgage, Dutchess Co. R. R.,	Poughkeepsie,	Hopewell,	12.40	28,226	} Road. Road & Equipment.
First Mortgage, P. & E. Ry., First Mortgage, N. D. & C. R. R.,		Boston Corners,	35.28	14,172	
Income Bonds, N. D. & C. R. R.,	Dutchess Jct.,	State Line,	58.84	2,549	" "
	" "	" "	58.84	19,791	" "

Expenditures for Additions and Betterments During the Year.

	From Current Funds.
Right of way and station grounds,	\$65,270.67
Widening cuts and fills,	43.88
Grade revisions and changes of line,	76,981.92
Bridges, trestles, and culverts,	Credit 77,609.49
Increased weight of rail,	8,846.20
Additional main tracks,	51,247.14
Sidings and spur tracks,	Credit 1,532.76
Terminal yards,	172,623.02
Fencing right of way,	Credit 2,610.00
Track elevation, elimination of grade crossings, etc.,	32,519.49
Block and other signal apparatus,	23,802.16
Station buildings and fixtures,	9,224.10
Water and fuel stations,	8,279.09
Miscellaneous structures,	Credit 9,720.00
Total — entire line,	\$357,365.42

Road and Equipment — Investment Since June 30, 1907.

Account.	From Current Funds.	Expenditures for additions and betterments during year.	Total Expend- itures, July 1, 1907, to June 30, 1909.	Total Expend- itures July 1, 1907, to June 30, 1910.
I. Road:				
Engineering,		\$9,186.82	8,510.83	\$17,697.65
Right of Way and Station Grounds,	\$14.73	56,950.89	45,086.14	102,051.76
Real Estate,			6,168.75	6,168.75
Grading,		212,727.23	155,456.51	368,183.74
Bridges, Trestles, and Culverts,		32,669.40	341,481.78	374,151.18
Ties,		4,015.00	28,194.72	32,209.72
Rails,		Cr. 4,948.18	51,923.32	46,975.14
Frogs and Switches,		7,372.74	1,320.83	8,693.57
Track Fastenings and other Material,		392.40	8,883.12	9,275.52
Ballast,		13,864.63	2,961.51	16,826.14
Track Laying and Surfacing,		8,026.03	15,780.54	23,806.57
Fencing right of way,		Cr. 1,707.37	2,117.98	410.61
Crossings and Signs,		Cr. 97.88	191.87	93.99
Interlocking and other Signal Apparatus,		23,802.16	441.10	24,243.26
Station Buildings and Fixtures,		Cr. 3,465.35	21,915.95	18,450.60
Shops, Enginehouses and Turntables,			976.88	976.88
Water Stations,		8,061.31	11,588.76	19,650.07
Fuel Stations,			6,430.13	6,430.13
Miscellaneous Structures,		Cr. 9,484.41		Cr. 9,484.41
Transportation of Men and Material,			105.82	105.82
Total,	\$14.73	\$357,365.42	\$709,536.54	\$1,066,916.69

Memorandum.

The following items were charged to Additions and Betterments, Road (Construction), Equipment, etc.

Year ending June 30, 1910.

ADDITIONS AND BETTERMENTS:

Right of way and station grounds,	\$65,270.67
Widening cuts and fills,	43.88
Grade reductions and changes of line,	76,981.92
Increased weight of rail,	8,846.20

Memorandum.—Continued.

Additional main tracks,	51,247.14		
Terminal yards,	172,623.02		
Elimination of grade crossings, . .	32,519.49		
Block and other signal apparatus, .	23,802.16		
Station buildings and fixtures, . .	9,224.10		
Water and fuel stations,	8,279.09		
Bridges, trestles, and culverts, . .	77,609.49	Credit	
Sidings and spur tracks,	1,532.76	"	
Fencing right of way,	2,610.00	"	
Miscellaneous structures,	9,720.00	"	\$357,365.42

ROAD (CONSTRUCTION):

Right of way and station grounds, .	14.73
-------------------------------------	-------

EQUIPMENT:**Additions:**

Five (5) new locomotives,	\$66,976.21		
Six (6) new passenger coaches, . .	46,923.50		
Six (6) new combination coaches, .	42,469.00		
Four (4) new milk cars,	10,667.42		
Six (6) caboose cars,	5,910.00		
One (1) freight car rebuilt, . . .	289.54	\$173,235.67	

Deductions:

Depreciation,	\$27,836.61		
Three (3) locomotives retired, . .	991.31		
One (1) combination coach retired,	747.57		
Thirteen (13) freight cars retired,	1,713.11		
Five (5) Co. service cars retired, .	719.39	32,007.99	141,227.68

Net addition to property accounts for the year, \$498,607.83

Road and Equipment—Investment Since June 30, 1907.

Account.	From Current Funds.	Expenditures for additions and betterments during year.	Total Expenditures, July 1, 1907, to June 30, 1909.	Total Expenditures, July 1, 1907, to June 30, 1910.
II. Equipment,				
Steam Locomotives,	\$46,986.40	.....	\$64,665.68	\$111,652.08
Passenger-Train Cars,	95,425.60	.....	1,466.74	96,892.34
Freight-Train Cars,	871.52	.....	Cr. 2,997.58	Cr. 2,126.06
Work Equipment,	Cr. 2,055.84	.....	2,445.02	389.18
Total,	\$141,227.68	.....	\$65,579.86	\$306,807.54
Recapitulation.				
I. Road,	\$14.73	\$357,365.42	\$709,536.54	\$1,066,916.69
II. Equipment,	141,227.68	.....	65,579.86	206,807.54
Total—Entire Line,	\$141,242.41	\$357,365.42	\$ 775,116.40	\$1,273,724.23

Summary of Road and Equipment.**INVESTMENT TO JUNE 30, 1907:**

Road,	\$16,539,765.21
Equipment,	564,342.29
Investment since June 30, 1907,	1,273,724.23
Total,	\$18,377,831.73
Net total,	\$18,377,831.73
Cost per mile of line,	123,083.52

Income Account.**OPERATING INCOME:**

Rail operations:

Operating revenues, . . .	\$3,022,720.19	
Operating expenses, . . .	1,733,232.66	
Net operating revenue, . . .		\$1,289,487.53
Total net revenue, . . .		\$1,289,487.53
Taxes accrued, . . .		104,875.02
Operating income, . . .		\$1,184,612.51

OTHER INCOME:

Other Rents — Credits:

Joint facilities, . . .	\$13,007.54	
Dividends declared on stocks owned or controlled, . . .	32,800.00	
Interest on other securities, loans, and accounts, . . .	6,814.09	
Miscellaneous income, . . .	10,564.63	
Total other income, . . .		63,186.26
Gross corporate income, . . .		\$1,247,798.77

DEDUCTIONS FROM GROSS CORPORATE INCOME:

Rents accrued for lease of other roads,	\$91,854.00	
Other rents — debits:		
Hire of equipment — balance,	\$104,973.04	
Joint facilities, . . .	19,150.65	
Miscellaneous rents, . . .	518.00	124,641.69
Interest accrued on funded debt, . . .	535,140.00	
Other interest, . . .	83,057.53	
Other deductions, . . .	Cr. 1,775.01	
Total deductions from gross corporate income, . . .		832,918.21
Net corporate income, . . .		\$414,880.56
Balance for year carried forward to credit of profit and loss, . . .		\$414,880.56

Profit and Loss Account.**EXPLANATION OF ADDITIONS AND DEDUCTIONS FOR YEAR ENDING JUNE 30, 1910.****ADDITIONS.**

Adjustments — property abandoned, etc., . . .	\$1,700.00	
Surplus from operations for year ending June 30, 1910, . . .	414,880.56	
Total additions, . . .		\$416,580.56

DEDUCTIONS.

Adjustments — property abandoned, etc.,	\$198,218.00
Various adjustments affecting operations previous to current year,	11,872.04
Total deductions,	\$210,090.04
Net additions,	\$206,490.52

Debit.	Credit.
Balance June 30, 1909,	Balance for year brought forward from Income Account,
Deductions for Year,	Additions for Year,
Balance Credit, June 30, 1910, carried to Balance Sheet— p. 176,	Balance Debit, June 30, 1910, carried to Balance Sheet— p. 176,
\$1,529,043.11	\$1,529,043.11

Operating Revenues.

I. REVENUE FROM TRANSPORTATION:	Total Revenues.
Freight revenue,	\$2,520,390.59
Passenger revenue,	337,955.81
Excess baggage revenue,	1,940.40
Mail revenue,	15,339.48
Express revenue,	30,116.30
Milk revenue (on passenger trains),	90,442.10
Other passenger-train revenue,	2,858.79
Total passenger service train revenue,	\$478,652.88
Switching revenue,	10,517.25
Special service train revenue,	790.48
Total revenue from transportation,	\$3,010,851.20
II. REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION:	
Station and train privileges,	\$809.41
Parcel-room receipts,	61.65
Storage — freight,	66.18
Storage — baggage,	59.30
Car service,	7,649.30
Rents of buildings and other property,	1,060.88
Miscellaneous,	2,162.27
Total revenue from operations other than transporta- tion,	\$11,868.99
Total operating revenues — entire line,	\$3,022,720.19

Operating Expenses.—Continued.**Securities Owned — Stocks.**

Name of corporation and security.	Par value of stocks owned not held in sinking or other funds. Pledged.	Valuation.	DIVIDENDS DECLARED.	
			Rate.	Amount.
Hartford and Conn. Western R. R. Co.,	\$1,640,000.00	\$1,150,063.00	2	\$32,800.00
Total,	\$1,640,000.00	\$1,150,063.00	2	\$32,800.00

Securities Owned — Funded Debt.

Name of corporation and security.	Par value of stocks owned not held in sinking or other funds. Pledged.	Valuation.	INTEREST ACCRUED.	
			Rate.	Amount.
Newburgh, Dutchess and Con- necticut R. R. Co.,	\$150,000.00	\$150,000.00	7	
Total,	\$150,000.00	\$150,000.00		

Summary of Securities Owned.

Stocks of railway companies — active,	\$1,640,000.00	\$32,800.00
Total,	\$1,640,000.00	\$32,800.00

FUNDED DEBT:

Funded debt of railway companies — inactive,	\$150,000.00	.....
Total,	\$150,000.00	.....

Does the respondent own or control any railway securities (stock, funded debt, or miscellaneous) through any intermediary which does not make an annual report to the commission? No.

Sinking and Other Funds.**A. INCOME AND DISBURSEMENTS DURING THE YEAR.**

None.

B. ASSETS ON JUNE 30, 1910.

None.

Reserves.

None.

Advances to Proprietary, Affiliated, and Controlled Companies.

Hartford and Connecticut Western R. R. Co., betterments, Cons.

Springfield Branch, \$800,060.57

OBLIGATIONS FOR ADVANCES FROM OTHER COMPANIES.

None.

PROPERTY ABANDONED, CHARGEABLE TO OPERATING EXPENSES.

None.

Operating Expenses.

Account.	Amount.	Ratio to Total of General Account.	Ratio to Total Operating Expenses.
I. Maintenance of Way and Structures :			
Superintendence,	\$23,509.20	4.60	1.35
Ballast,	20,542.16	4.05	1.18
Ties,	60,814.90	11.90	3.51
Rails,	36,519.31	7.15	2.11
Other Track Material,	22,126.88	4.33	1.27
Roadway and Track,	212,205.39	41.53	12.24
Removal of Snow, Sand and Ice,	13,886.82	2.72	.80
Bridges, Trestles and Culverts,	63,387.04	13.39	3.95
Over and Under Grade Crossings,	1,309.99	.26	.07
Grade Crossings, Fences, Cattle Guards and Signs,	11,675.16	2.29	.67
Snow and Sand Fences and Snowsheds,	698.07	.13	.04
Signals and Interlocking Plants,	2,741.70	.53	.15
Telegraph and Telephone Lines,	1,978.31	.38	.11
Buildings, Fixtures and Grounds,	28,434.22	5.56	1.64
Docks and Wharves,	408.50	.07	.02
Roadway Tools and Supplies,	5,274.07	1.03	.30
Injuries to Persons,	237.68	.05	.01
Stationery and Printing,	1,196.29	.23	.06
Maintaining Joint Tracks, Yards, and Other Facilities—Dr.,	5,180.78	1.01	.30
Maintaining Joint Tracks, Yards, and Other Facilities—Cr.,	6,214.39	1.21	.30
Total Maintenance of Way and Structures,	510,912.08	100.00	29.48
II. Maintenance of Equipment :			
Superintendence,	\$16,208.10	6.02	.94
Steam Locomotives—Repairs,	147,483.29	54.84	8.51
Steam Locomotives—Renewals,	Cr. 182.81	Cr. .06	Cr. .01
Steam Locomotives—Depreciation,	18,998.50	7.06	1.10
Passenger-Train Cars—Repairs,	14,662.75	5.45	.85
Passenger-Train Cars—Renewals,	649.07	.24	.04
Passenger-Train Cars—Depreciation,	3,886.75	1.44	.22
Freight-Train Cars—Repairs,	56,357.89	20.95	3.25
Freight-Train Cars—Renewals,	370.49	.13	.02
Freight-Train Cars—Depreciation,	3,614.91	1.34	.21
Work Equipment—Repairs,	1,018.89	.38	.06
Work Equipment—Renewals,	198.49	.07	.01
Work Equipment—Depreciation,	1,336.45	.50	.07
Shop Machinery and Tools,	3,731.01	1.39	.22
Injuries to persons,	2,291.07	.85	.13
Stationery and Printing,	1,057.17	.39	.06
Maintaining Joint Equipment at Termi- nals—Dr.,	3,029.65	1.16	.17
Maintaining Joint Equipment at Termi- nals—Cr.,	5,782.26	2.15	.93
Total Maintenance of Equipment,	\$268,929.41	100.00	15.52

Operating Expenses — *Continued.*

Account.	Amount.	Ratio to Total of General Account.	Ratio to Total Operating Expenses.
Traffic Expenses:			
Superintendence,	\$9,831.16	46.88	.57
Advertising,	2,672.58	12.74	.16
Traffic Associations,	338.98	1.62	.02
Stationery and Printing,	8,131.05	38.76	.46
Total Traffic Expenses,	\$20,973.77	100.00	1.21
Transportation Expenses:			
Superintendence,	\$19,092.89	2.14	1.10
Dispatching Trains,	11,360.62	1.27	.65
Station Employees,	159,415.69	17.84	9.19
Weighing and Car-Service Associations,	411.75	.05	.02
Station Supplies and Expenses,	7,741.85	.87	.44
Yardmasters and their Clerks,	24,629.05	2.76	1.42
Yard Conductors and Brakemen,	44,122.80	4.94	2.54
Yard Switch and Signal Tenders,	1,669.00	.19	.09
Yard Supplies and Expenses,	870.55	.10	.05
Yard Enginemen,	21,313.23	2.38	1.23
Enginehouse Expenses—Yard,	3,950.11	.44	.22
Fuel for Yard Locomotives,	32,352.01	3.61	1.87
Water for Yard Locomotives,	1,728.46	.19	.10
Lubricants for Yard Locomotives,	704.74	.08	.04
Other Supplies for Yard Locomotives,	812.81	.09	.05
Operating Joint Yards and Terminals—Dr.,	37,901.48	4.24	2.19
Operating Joint Yards and Terminals—Cr.,	124,750.17	13.96	7.20
Road Enginemen,	111,204.45	12.44	6.42
Enginehouse Expenses—Road,	28,544.66	3.18	1.65
Fuel for Road Locomotives,	251,036.82	28.09	14.48
Water for Road Locomotives,	12,933.19	1.45	.75
Lubricants for Road Locomotives,	4,317.28	.48	.25
Other Supplies for Road Locomotives,	4,304.91	.48	.25
Road Trainmen,	129,792.53	14.52	7.49
Train Supplies and Expenses,	12,911.81	1.44	.75
Interlockers, Block and Other Signals— Operation,	11,353.22	1.27	.66
Crossing Flagmen and Gatemen,	10,855.90	1.21	.63
Clearing Wrecks,	2,488.65	.28	.14
Telegraph and Telephone—Operation,	2,176.95	.25	.13
Operating Floating Equipment,	4,311.31	.48	.25
Stationery and Printing,	8,280.98	.93	.48
Other Expenses,	139.11	.02	.01
Loss and Damage—Freight,	12,319.14	1.38	.71
Loss and Damage—Baggage,	56.87	.01	.01
Damage to Property,	3,736.20	.42	.22
Damage to Stock on Right of Way,	1,755.67	.20	.10
Injuries to Persons,	35,833.43	4.01	2.07
Operating Joint Tracks and Facilities—Dr.,	2,471.14	.28	.14
Operating Joint Tracks and Facilities—Cr.,	433.07	.05	.03
Total Transportation Expenses,	\$893,718.02	100.00	51.56
General Expenses:			
Salaries and Expenses of General Officers,	\$3,864.02	9.99	.22
Salaries and Expenses of Clerks and Attendants,	18,344.92	47.40	1.06
General Office Supplies and Expenses,	841.65	2.17	.0

Operating Expenses.—Continued.

Account.	Amount.	Ratio to Total of General Account.	Ratio to Total Operating Expenses.
General Expenses — Continued :			
Law Expenses,	4,723.81	12.21	.27
Insurance,	5,939.78	15.35	.34
Stationery and Printing,	2,611.83	6.75	.15
Other Expenses,	2,373.87	6.13	.14
Total General Expenses,	\$38,699.38	100.00	2.23
Recapitulation of Expenses :			
Maintenance of Way and Structures,	\$510,912.08	.....	29.48
Maintenance of Equipment,	268,929.41	.....	15.52
Traffic Expenses,	20,973.77	.....	1.21
Transportation Expenses,	893,718.02	.....	51.56
General Expenses,	38,699.38	.....	2.23
Total operating expenses,	\$1,733,232.66	.....	100.00

Ratio of operating expenses to operating revenues, 57.34 per cent.

**Summary of Revenues and Expenses of Outside Operations and
Other Properties.**

A. OUTSIDE OPERATIONS.

None.

B. OTHER PROPERTIES.

None.

Rents Receivable,

1. FROM JOINT FACILITIES.

Facility leased.	Location.	Name of lessee.	Amount.
Joint tracks :	Between Hopewell and Poughkeepsie, N. Y.,	New York, New Haven & Hartford R. R. Co.,	\$4,241.16
	Between Hopewell and Matteawan, N. Y.,	New York, New Haven & Hartford R. R. Co.,	2,255.70
	Between Campbell Hall and Hopewell Jct., N. Y.,	New York, Ontario & Western Ry. Co.,	43.50
Joint Yards and Terminals :	Campbell Hall, Trans. (Maybrook, N. Y.),	Erie R. R. Co.,	4,092.52
	Campbell Hall, Trans. (Maybrook, N. Y.),	Lehigh & Hudson River Ry. Co.,	517.22
	Campbell Hall, Trans. (Maybrook, N. Y.),	New York, New Haven & Hartford R. R. Co.,	1,685.47
	Campbell Hall, Trans. (Maybrook, N. Y.),	New York, Ontario & Western Ry. Co.,	171.97
Total, . . . . .	. . . . .	. . . . .	\$13,007 54

Rents Receivable.—Continued.**2. FROM LEASE OF ROAD.**

None.

3. MISCELLANEOUS RENTS.

None.

Miscellaneous Income.

Source of income.	Gross income.	Expenses.	Net miscellaneous income.
Rents Received (Miscellaneous), . . .	\$7,127.33	.....	\$7,127.33
Rents Received (Dwellings), . . .	5,122.81	\$1,685.51	3,437.30
Total,	\$12,250.14	\$1,685.51	\$10,564.63

Rents Payable.**1. FOR JOINT FACILITIES.**

Facility leased.	Location.	Name of lessor.	Amount.
Joint Tracks :	Between Agawam Jct. and Springfield, Mass.	Boston & Albany R. R. Co. (N. Y. C. & H. R. R. Co. Lessees),	\$11,250.00
Joint Yards and Terminals :	Springfield, Mass., .	Boston & Albany R. R. Co. (N. Y. C. & H. R. R. Co. Lessees),	4,624.37
	Campbell Hall, N. Y.,	New York, Ontario & Western Ry. Co., .	852.84
	Campbell Hall Tfr. (Maybrook), N. Y.,	Lehigh & Hudson River Ry. Co., .	43.00
	Winsted, Conn., .	New York, New Haven & Hartford R. R. Co.	2,380.44
Total, . . . . .	. . . . .	. . . . .	\$19,150.65

2. FOR LEASE OF ROAD.

Road leased.	Guaranteed interest on bonds.	Guaranteed dividends on stock.	Cash.	Total.
Hartford & Conn. Western R. R. Co., Springfield Branch,	\$31,500.00	\$59,354.00	.....	\$90,854.00
New York, New Haven & Hartford R. R. Co., . . .	.....	.....	\$1,000.00	1,000.00
Total,	\$31,500.00	\$59,354.00	\$1,000.00	\$91,854.00

Rents Payable.—Continued.**3. MISCELLANEOUS RENTS.**

Description of property, miscellaneous; location, various; name of lessor, various; amount, \$518.00.

Other Deductions from Income.

Nature of deduction: Rentals paid N. D. & C. R. R. Co. from Nov., 1905, to June, 1907; amount, \$1,775.01. Credit.

Separately Operated Properties.

None.

Hire of Equipment.**A. EQUIPMENT LEASED.**

None.

B. EQUIPMENT INTERCHANGED.

Kind of equipment.	BASIS OF COMPENSATION.				Total compensation.
	Number locomotive-days or car-days.	Rate.	Number locomotive-miles or car-miles.	Rate.	
I. Accrued on equipment borrowed:					
Passenger locomotives,	559 $\frac{3}{8}$	Various	.....	Various	\$5,038.86
Work locomotives,	5 $\frac{1}{2}$	Various	.....	Various	46.00
Passenger-train cars,	751	Various	235,102	Various	7,172.57
Freight-train cars, . . . . .	.....	.....	402,473	Various	107,229.25
Freight reclaims, . . . . .	.....	.....	.....	Various	897.55
Work cars,	1	Various	.....	Various	5.75
Total,	1,316$\frac{3}{8}$	.....	637,575	.....	\$120,389.98
II. Accrued on equipment loaned:					
Passenger locomotives,	1,360	Various	.....	Various	\$429.70
Freight locomotives,	2,799	Various	.....	Various	3,076.28
Work locomotives,	5 $\frac{1}{4}$	Various	.....	Various	47.25
Passenger-train cars, . . . . .	.....	.....	254,890	Various	4,466.49
Freight-train cars,	31,659	Various	24	Various	8,415.64
Freight reclaims, . . . . .	.....	.....	.....	.....	1,508.21
Work cars,	554	Various	.....	Various	182.85
Total, ,	36,377$\frac{1}{4}$	.....	254,914	.....	\$18,126.42

Mileage Paid on Private Cars for Year Ending June 30, 1910.

Name of Owner.		2c. Rate.	6/10c. Rate.	3/4c. Rate.	Amount.
Armour Car Lines,	Refrig.,	.....	.....	53,666	\$402.52
American Cotton Oil Co.,	Tank,	.....	.....	1,440	10.80
American Refrigerator Transit Co.,	Refrig.,	.....	.....	7,882	59.12
Atlantic Seaboard Despatch, . . .	Refrig.,	.....	.....	240	1.80
Arms Palace Horse Car Co., . . .	Horse,	.....	1,420	.....	8.52
Balto Tank Line,	Tank,	.....	.....	535	4.03
Burton, J. K.,	Tank,	.....	.....	40	.30
Barrett Mfg. Co.,	Tank,	.....	.....	200	1.50
Berwind-White Coal Mining Co., .	Coal,	.....	67,047	.....	402.27
Bells Gap,	Tank,	.....	1,288	.....	7.72
Chicago, New York & Boston Refrigerator Co.,	Refrig.,	.....	.....	1,124	8.45
Chicago Refrigerator Car Co., . . .	Refrig.,	.....	.....	400	3.00
Cleveland Provision Co.,	Refrig.,	.....	.....	134	1.01
Cold Blast Transportation Co., . .	"	.....	.....	511	3.83
Cornplanter's Tank Line,	Tank,	.....	.....	1,640	12.30
Cudahy Refrigerator Line,	Refrig.,	.....	.....	71,600	537.00
Crystal Tank Line,	Tank,	.....	.....	600	4.50
Dairy Shipper's Despatch,	Refrig.,	.....	.....	5,920	44.40
Dold, Jacob Packing Co.,	Refrig.,	.....	.....	1,720	12.90
Doud Stock Car Co.,	Horse,	.....	240	.....	1.44
Excelsior Oak Extract Co.,	Tank,	.....	.....	80	.60
E. Jersey R.R. & Term. Co., . . .	Tank,	.....	.....	10,120	75.90
Emery Manufacturing Co.,	Tank,	.....	.....	80	.60
Freedom Oil Works Co.,	Tank,	.....	.....	240	1.80
Fox River Dispatch Co.,	Refrig.,	.....	.....	54	.41
German-American Car Lines,	Tank,	.....	.....	848	6.36
Gulf Refining Co.,	Tank,	.....	.....	160	1.20
General Electric Co.,	Flat,	.....	40	.....	.24
Hald, John H. Co.,	Tank,	.....	.....	640	4.80
Heinz, H. J. Co.,	Refrig.,	.....	.....	880	6.60
Indian Refining Co.,	Tank,	.....	.....	2,130	15.98
Jamison Coal & Coke Co.,	Coal,	.....	856	.....	Cr. 5.14
Kentucky Refining Co.,	Tank,	.....	.....	80	.60
Kellogg, Spencer & Co.,	Tank,	.....	.....	640	4.80
Keystone Coal & Coke Co.,	Coal,	.....	40	.....	.24
Libby, McNeil & Libby,	Refrig.,	.....	.....	120	.90
Loyal Hanna Coal & Coke Co., . .	Coal,	.....	80	.....	.48
Live Poultry Trans. Co.,	Poultry,	.....	.....	80	.60
Lackawanna Live Stock Trans. Co.,	Refrig.,	.....	.....	80	.60
Mather Horse & Stock Car Co., . .	Horse,	.....	280	.....	1.68
Milwaukee Refrigerator Trans. Co.,	Refrig.,	.....	.....	7,942	59.57
Merchant's Despatch Trans. Co., .	Refrig.,	.....	.....	10,752	80.65
Morris & Co.,	Refrig.,	.....	.....	21,150	158.64
Morrisdale Coal Co.,	Coal,	.....	4,408	.....	26.45
Missouri River Despatch,	Refrig.,	.....	.....	721	5.41
Morton Gregson Car Line,	Refrig.,	.....	.....	80	.60
National Despatch Line,	Com.,	.....	676	.....	4.06
National Car Line Co.,	Refrig.,	.....	.....	11,854	88.91
Penn. Beach Creek & East Coal Co.,	Coal,	.....	124	.....	.74
Carried forward, . . . . .	.....	.....	76,499	195,631	\$2,081.97

Car Mileage—Continued.

Name of owner.		2c. Rate.	6/10c. Rate.	3/4c. Rate.	Amount.
<i>Brought forward,</i>			76,499	195,631	\$2,081.97
Pacific Fruit Express,	Refrig.,			5,118	38.40
Penn. Gas & Coal Co.,	Coal,		3,712		22.26
Penn. Coal & Coke Co.,	Coal,		2,760		16.56
Proctor & Gamble,	Tank,			1,160	8.70
Pittsburgh Coal Co.,	Coal,		200		1.20
Pittsburgh Buffalo Co.,	Coal,		80		.48
Produce Shippers Despatch,	Refrig.,			40	.30
Quemahoning Co.,	Coal,		188		1.13
Republic Refrigerator Co.,	Refrig.,			120	.90
River Coal Co.,	Coal,		80		.48
St. Louis Refrig. Car Co.,	Refrig.,			6,760	50.70
Santa Fe Refrigerator Despatch,	Refrig.,			6,513	48.85
Shippers Refrig. Car Co.,	Refrig.,			1,501	11.26
Smethport Extract Co.,	Tank,			520	3.90
Solvay Process Co.,	Tank,			320	2.40
Swift Refrig. Trans. Co.,	Refrig.,			4,442	33.23
Superior Oil Works,	Tank,			278	2.09
Susquehanna Coal Co.,	Coal,		280		1.68
Sterling Coal Co.,	Coal,		1,688		10.13
Streets Western Stable Car Line,	Horse,		720		4.32
Southern Cotton Oil Co.,	Tank,			120	.90
Seneca Oil Works,	Tank,			160	1.20
Texas Co.,	Tank,			27	.20
Titusville Oil Works,	Tank,			240	1.80
Tanners & Dyers' Extract Co.,	Tank,			400	3.00
Tide Water Oil Co.,	Tank,			120	.90
Texas City Refining Co.,	Tank,			147	1.10
U S. Industrial Alcohol Co.,	Tank,			400	3.00
Union Petroleum Co.,	Tank,			920	6.90
Union Refrig. Trans. Co.,	Refrig.,			2,854	21.40
Union Tank Line,	Tank,			14,994	112.47
United Coal Co.,	Coal,		80		.48
Valvoline Oil Works,	Tank,			2,920	21.90
Waverly Oil Co.,	Tank,			7,480	56.10
Western Refrig. Despatch,	Refrig.,			160	1.20
Westmoreland Coal Co.,	Coal,		14,358		86.15
White City Refrig. Despatch,	Refrig.,			268	2.02
Wilburine Oil Works,	Tank,			680	5.10
Wood Products Co.,	Tank,			240	1.80
Western Heater Despatch,	Com.,		280		1.68
Webster Coal & Coke Co.,	Coal,		5,421		32.52
Pullman Co.,		336			6.72
Total,			106,346	275,285	\$2,709.48

Hire of Equipment — Concluded.**C. PRIVATE CARS.**

Name of owner.	Description.	Number car- miles.	COMPENSATION.	
			Rate.	Amount.
See detailed statement attached, . . . . .	.....	336	.02	\$6.72
.....	.....	106,346	6/10	638.07
.....	.....	275,285	3/4	2,064.64
	Add fractional difference, .....	.....	.....	\$2,709.43
				.05
	Total, . . . . .	.....	.....	\$2,709.48

Recapitulation of Hire of Equipment.

Account.	Amount receivable.	Amount payable.
Equipment interchanged,	\$18,126.42	\$120,389.98
Private Cars, . . . . .	.....	2,709.48
Total,	\$18,126.42	\$123,099.46
Balance, . . . . .	.....	\$104,973.04

Taxes and Assessments.**A. FOR REPORTING COMPANY'S OWNED AND PROPRIETARY LINES.**

State or Territory.	AD VALOREM TAX.		SPECIFIC TAX.	Internal Revenue U. S. Government.	Total.
	On the value of real and personal property.	On the value of stocks or bonds, or on valuation based on earn- ings, dividends, or other results of operation.			
Central New England Ry. Co., New York,	\$74,911.23	\$4,514.40	\$1,020.30	\$4,237.62	\$84,683.55
Htd. & Conn. Western R. R. Co., New York,	6,709.54	599.54	.....	543.16	7,852.24
Connecticut, . . .	515.16	11,092.68	.....	.....	11,607.84
Massachusetts, . . .	9.36	722.03	.....	.....	731.39
Total,	\$82,145.29	\$16,928.65	\$1,020.30	\$4,780.78	\$104,875.02

B. FOR REPORTING COMPANY'S LEASED AND OPERATED LINES.

None.

Important Changes During the Year.

1. All extensions of road put in operation; 2. Decrease in mileage by line abandoned or line straightened; 3. All other important physical changes; 4. All leases taken or surrendered; 5. All consolidations or reorganizations effected; 6. All new stocks issued; 7. All new funded debt issued; 8. All changes in the respondent's holdings of stocks and funded debt; 9. Adjustments in the book value of securities owned, and reasons therefor; 10. All other important financial changes:

No. 1:

Double track extended from one mile west of Relyeas Crossing to St. Elmo, N. Y., 2.56 miles.

Double track extended westward in connection with yard improvements, Maybrook, N. Y., .29 miles.

Double track extended through Highland yard to west end, .86 miles.

No. 2:

Track abandoned between West Pine Plains and West Salt Point, N. Y., 5.9 miles.

No. 3:

New bridges and repair parts main line (N. D. & C. Div.).

Rebuilding two mile track (Hopewell Branch).

Construction west-bound receiving yard, Maybrook, N. Y.

Reconstruction yard (Campbell Hall transfer), Maybrook, N. Y.

Extension passing siding (Hopewell Branch).

Construction double track east and west of Modena, N. Y.

Laying water main, Modena, N. Y.

Building connection between the main line and Hospital Branch, Poughkeepsie, N. Y.

Purchase of new 80 lb. rail, 4,900 tons.

Electric block manual control signals, Highland-Maybrook, N. Y.

Water treating plant, Maybrook, N. Y.

Switch locks and telephone automatic signals, Maybrook, N. Y.

Extension of double track to Hopewell yard, Hopewell, N. Y.

Double tracking between Hopewell and Poughkeepsie, N. Y.

Purchase of land, Hopewell Junction, N. Y.

Connecting water main, Poughkeepsie, N. Y.

Construction storehouses, Maybrook, N. Y.

Construction four sidings, St. Elmo, N. Y.

Side track for Schatz Mfg. Co., Poughkeepsie, N. Y.

Side track for Fiat Auto Co., Poughkeepsie, N. Y.

Water station, Stanfordville, N. Y.

Station siding, Van Wagners, N. Y.

Sewerage connection, Poughkeepsie, N. Y.

Icing plant, Maybrook, N. Y.

Rebuilding bridge, Arthursburg, N. Y.

Rebuilding bridge, east of McIntyre, N. Y.

Rebuilding bridge, east of Tanners, N. Y.

Repairing bridge, Clinton Corners, N. Y.

Rebuilding bridge, Hibernia, N. Y.

Rebuilding bridge, Tanners, N. Y.

Important Changes During the Year — Continued.

New bridge, Willow Brook, N. Y.

Construction team delivery track, Matteawan, N. Y.

Reconstruction side track, Modena, N. Y.

Filling trestle, Fishkill Landing, N. Y.

Ballasting thirteen miles of track on main line, Modena, N. Y.

New equipment: Five locomotives, six passenger coaches, six combination coaches, four milk cars, six caboose cars.

No. 4. None.

No. 5. None.

No. 6. None.

No. 7. None.

No. 8. None.

No. 9. None.

No. 10. None.

Comparative General Balance Sheet.

JUNE 30, 1909.		ASSETS.	JUNE 30, 1910.		Increase or decrease.
Item.	Amount.		Item.	Amount.	
		Property Investment:			
		I. Road and Equipment—			
		Investment to June 30, 1907,		\$17,104,107.50	
\$16,539,765.21	\$17,104,107.50	(a) Road—page 162,	\$16,539,765.21		
564,342.29		(b) Equipment—page 162,	564,342.29		
	775,116.40	Investment since June 30, 1907,		1,273,724.23	
709,536.54		(a) Road—page 162,	1,066,916.69		\$357,380.15
65,579.86		(b) Equipment—page 162,	206,807.54		141,327.68
	\$17,879,223.90	Total,		\$18,377,831.73	\$498,607.83
		II. Securities —			
	1,150,063.00	Securities of proprietary, affili- ated, and controlled com- panies—pledged—		\$1,150,063.00	
1,150,063.00		(a) Stocks—page 165,	\$1,150,063.00		
		Securities issued or assumed— pledged—		150,000.00	
		(b) Funded debt—page 165,	150,000.00		150,000.00
	\$1,150,063.00	Total,		\$1,300,000.00	150,000.00
		III. Other Investments—			
	790,983.45	Betterments—Page 165,		800,060.57	7.12
	\$790,983.45	Total,		\$800,060.57	\$9,077.12
		Working Assets;			Credit.
	\$512,590.25	Cash,		\$570,123.38	\$57,533.13
	750.00	Loans and bills receivable,			750.00
	163,716.46	Traffic and car-service balances due from other companies,		181,493.35	17,776.89
	51,123.32	Net balance due from agents and conductors,		61,792.48	10,669.16
	35,057.77	Miscellaneous accounts receiv- able,		297,999.57	262,941.80
	173,661.47	Materials and supplies,		237,591.55	63,930.08
	\$936,899.27	Total,		\$1,349,000.33	\$412,101.06
		Accrued Income Not Due:			
	10,933.33	Unmatured interest, dividends, and rents receivable,		10,933.33	
	1,065.00	Deferred Debit Items:			
	2,973.73	(b) Working funds,		1,065.00	
		Rents and insurance paid in ad- vance,		3,026.03	52.30
					Credit.
		Special deposits,		41,400.00	41,400.00
	153,435.07	Other deferred debit items,		47,933.75	105,501.52
	\$157,473.80	Total,		\$93,424.78	\$64,049.02
		Profit and Loss:			Credit.
	1,318,953.07	Balance—page 164,		\$1,112,462.55	206,490.52
	\$22,244,529.82	Grand Total,		\$23,043,776.29	\$799,246.47

Comparative General Balance Sheet — *Continued.*

JUNE 30, 1909.		LIABILITIES.	JUNE 30, 1910.		Increase or decrease.
Item.	Amount.		Item.	Amount.	
	\$8,550,000.00	Stock:			
\$4,800,000.00		Capital stock—page 158, .		\$8,550,000.00	
		(a) Common stock, not held by company, .	\$4,800,000.00		
3,750,000.00		(b) Preferred stock, not held by company, .	3,750,000.00		
	\$8,550,000.00	Total,		\$8,550,000.00	
		Mortgage, Bonded and Secured Debt:			
\$10,514,500.00		Funded debt—page 159, .		\$10,664,500.00	
\$2,100,000.00		(a) Mortgage bonds, not held by company, .	\$2,250,000.00		\$150,000.00
8,414,500.00		(d) Income bonds, not held by company, .	8,414,500.00		
	209,125.00	Equipment and betterments—page 165,		209,125.00	
	\$10,723,625.00	Total,		\$10,873,625.00	\$150,000.00
		Working Liabilities:			
	\$1,847,692.50	Loans and bills payable, .		\$2,592,388.96	\$744,696.46
	30,242.79	Traffic and car-service balances due to other companies, .		59,252.46	29,009.67
	112,279.12	Audited vouchers and wages unpaid, .		173,290.61	61,011.49
	9,090.39	Miscellaneous accounts payable, .		48,520.55	39,431.16
	362,500.00	Matured interest, dividends, and rents unpaid,		244,020.00	Credit 118,480.00
	\$2,361,803.80	Total,		\$3,117,472.58	\$755,668.78
	\$566,704.15	Accrued Liabilities Not Due:			
		Unmatured interest, dividends, and rents payable, .		451,481.94	Credit \$115,222.21
	\$566,704.15	Total,		\$451,481.94	Credit \$115,222.21
		Deferred Credit Items:			
	\$42,396.87	Other deferred credit items, .		51,196.77	8,799.90
	\$42,396.87	Total,		\$51,196.77	\$8,799.90
	\$22,244,529.82	Grand Total,		\$23,043,776.29	\$799,246.47

Contracts, Agreements, etc., Year ending June 30, 1910.

1. Express companies; 2. Mails; 3. Sleeping, Parlor, or dining car companies; 4. Freight or transportation companies or lines; 5. Other railroad companies; 6. Steamboat or steamship companies; 7. Telegraph companies; 8. Telephone companies; 9. Other contracts.

No. 1. None, except as previously reported.

No. 2. None, except as previously reported.

No. 3. None.

Nos. 4, 5, and 6:

This company has arrangements with its connections for the interchange of freight and passengers in accordance with regular published tariffs, whereby it receives in some cases its local rates and in other cases an arbitrary or proportion of the through rate based on relative mileage.

No. 7. None, except as previously reported.

No. 8. None, except as previously reported.

No. 9. None.

Employees and Salaries.

Class.	No. on June 30.	Total No. of days worked.	Total yearly compensation.	Average daily compensation.
General Officers,	1	365	\$1,500.00	\$4.16
Other Officers,	17	5,740	28,725.37	5.00
General Office Clerks,	30	9,319	17,354.76	1.86
Station Agents,	54	19,540	40,479.48	2.07
Other Station Men,	197	60,131	103,631.16	1.72
Enginemen,	60	21,449	89,735.52	4.18
Firemen,	58	21,299	47,485.75	2.23
Conductors,	31	18,846	60,885.64	3.23
Other Trainmen,	156	50,315	117,425.31	2.33
Machinists,	37	12,142	33,530.04	2.76
Carpenters,	55	15,368	37,866.62	2.46
Other Shopmen,	129	37,394	84,849.94	2.27
Section Foremen,	55	17,406	41,304.06	2.37
Other Trackmen,	242	67,100	102,249.71	1.52
Switch Tenders, Crossing Tenders and Watchmen,	96	31,474	46,347.51	1.47
Telegraph Operators and Dispatchers,	31	13,476	32,914.93	2.44
All other Employees and Laborers,	275	85,642	160,526.94	1.87
Total (including "General Officers"),	1,524	487,006	\$1,046,812.74	\$2.15
Less "General Officers",	1	365	1,500.00	4.16
Total (excluding "General Officers"),	1,523	486,641	\$1,045,312.74	\$2.11
Distribution of Above :				
Maintenance of Way and Structures,	513	137,182	\$253,140.73	\$1.85
Maintenance of Equipment,	334	109,198	225,223.23	2.06
Traffic Expenses,	8	2,810	8,410.52	2.99
Transportation Expenses,	639	228,216	539,983.50	2.37
General Expenses,	30	9,600	20,054.76	2.09
Total (including "General Officers"),	1,524	487,006	\$1,046,812.74	\$2.15
Less "General Officers",	1	365	1,500.00	4.16
Total (excluding "General Officers"),	1,523	486,641	\$1,045,312.74	\$2.11
Total (including "General Officers"),— Entire Line,	1,524	487,006	\$1,046,812.74	\$2.15

Traffic and Mileage Statistics. — (Entire Line.)

Item.	No. passengers, tonnage, etc.	REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
No. of passengers carried earning revenue,	965,198			
No. of passengers carried one mile,	14,558,281			
No. of passengers carried 1 mile per mile of rd.	51,533			
Average distance carried, miles,	15.08			
Total passenger revenue,		337,955	81	
Average am't received from each passenger,			35	0.14
Average receipts per passenger per mile,			02	3.15
Total passenger service train revenue,		478,652	88	
Passenger service train rev'nue per mile of rd.		1,694	35	
Passenger service train rev'nue per train mile,			72	1.70
Freight Traffic:				
No. of tons carried of freight earning revenue,	4,489,193			
No. of tons carried one mile,	207,327,914			
No. of tons carried one mile per mile of road,	733,908			
Average distance haul of one ton, miles,	46.18			
Total freight revenue,		2,520,890	59	
Average am't received for each ton of freight,			56	1.55
Average receipts per ton per mile,			01	2.16
Freight revenue per mile of road,		8,922	79	
Freight revenue per train mile,		3	04	7.71
Total Traffic:				
Operating revenues,		3,022,720	19	
Operating revenues per mile of road,		10,699	89	
Operating revenues per train mile,		2	15	0.57
Operating expenses,		1,733,232	66	
Operating expenses per mile of road,		6,135	34	
Operating expenses per train mile,		1	23	3.14
Net operating revenue,		1,289,487	53	
Net operating revenue per mile of road,		4,564	56	
Average number of passengers per car mile,				
Average No. of passengers per train mile,	8			
Average No. of passenger cars per train mile,	22			
Average No. tons freight per loaded car mile,	2.77			
Average No. of tons of freight per train mile,	19.78			
Average No. of freight cars per train mile,	254.89			
Average No. of loaded cars per train mile,	20.68			
Average No. of empty cars per train mile,	12.89			
Average No. of empty cars per train mile,	7.04			
Average mileage operated during year,	282.50			

LOCOMOTIVE MILEAGE.

REVENUE SERVICE —

Freight locomotive-miles,	741,798
Passenger locomotive-miles,	591,674
Mixed locomotive-miles,	71,597
Special locomotive-miles,	745
Switching locomotive-miles,	216,684

Total revenue locomotive mileage,	1,622,498
Nonrevenue service locomotive-miles,	53,198

Traffic and Mileage Statistics. — (Entire Line.)— *Concluded.*

CAR MILEAGE.

REVENUE SERVICE —

Freight Car-Miles —

Loaded,	10,486,596
Empty,	5,724,934
Caboose,	621,927

Total freight car-miles,	16,833,457
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Passenger car-miles —

Passenger,	1,838,541
Sleeping, parlor, and observation,	452

Total passenger car-miles,	1,838,993
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Special car-miles —

Passenger,	1,234
Total revenue car mileage,	18,673,684
Nonrevenue service car-miles,	385,208

TRAIN MILEAGE.

REVENUE SERVICE —

Freight train-miles,	741,797
Passenger train-miles,	591,641
Mixed train-miles,	71,597
Special train-miles,	506

Total revenue train mileage,	1,405,541
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Nonrevenue service train-miles,	53,198
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Freight Traffic Movement.

Commodity.	Freight originating on this road.	Freight re- ceived from connecting roads and other carriers.	TOTAL FREIGHT TONNAGE.	
	Whole tons.	Whole tons.	Whole tons.	Per cent.
Products of Agriculture:				
Grain,	11,813	73,762	85,575	1.90
Flour,	4,353	63,605	67,958	1.51
Other Mill Products,	15,700	93,726	109,426	2.44
Hay,	13,224	86,678	99,902	2.23
Tobacco,	3,391	2,352	5,743	.13
Cotton, . . . . .	.....	40,894	40,894	.91
Fruit and Vegetables,	9,896	9,856	19,752	.44
Total,	58,377	370,873	429,250	9.56
Products of Animals:				
Live Stock,	1,059	2,919	3,978	.09
Dressed Meats,	1,578	13,770	15,348	.34
Other Packing-House Products,	245	6,619	6,864	.15
Poultry, Game and Fish,	100	1,074	1,174	.03
Wool,	467	40,375	40,842	.91
Hides and Leather,	844	32,352	33,196	.74
Total,	4,293	97,109	101,402	2.26
Products of Mines:				
Anthracite Coal, . . . . .	.....	1,689,369	1,689,369	37.63
Bituminous Coal, . . . . .	.....	410,525	410,525	9.15
Coke,	75	14,058	14,133	.32
Ores,	18,817	10,704	29,521	.66
Stone, Sand, and other like articles,	11,631	57,905	69,536	1.55
Total,	30,523	2,182,561	2,213,084	49.31
Products of Forests:				
Lumber,	45,453	95,081	140,534	3.13
Other Products of Forests,	1,573	21,493	23,066	.51
Total,	47,026	116,574	163,600	3.64
Manufactures:				
Petroleum and other Oils,	7,959	23,263	30,222	.63
Sugar,	102	2,852	2,954	.07
Iron—Pig and Bloom,	16,660	103,400	120,060	2.68
Iron and Steel Rails, . . . . .	.....	4,282	4,282	.10
Other Castings and Machinery,	17,642	50,892	68,534	1.53
Bar and Sheet Metal,	7,777	51,236	59,063	1.32
Cement, Brick and Lime,	66,066	163,564	229,630	5.12
Agricultural Implements,	640	605	1,245	.03
Wagons, Carriages, Tools, etc.,	3,442	10,141	13,583	.31
Wines, Liquors and Beers,	5,057	5,212	10,269	.23
Household Goods and Furniture,	1,614	4,195	5,809	.13
Total,	126,959	418,692	545,651	12.15
Merchandise,	50,656	460,925	511,581	11.39
Miscellaneous—Other commodities not mentioned above,	49,629	474,996	524,625	11.69
Total Tonnage—Entire Line,	367,463	4,121,730	4,489,193	100.00

Item "Freight originating on this road": A separation of tonnage as between "Delivered to consignees" and "Delivered to other carriers" is not available. The figures shown in column "Delivered to consignees" represent the total of "Freight originating on this road."

Description of Equipment—(Entire Line).

Item.	Number on June 30, 1909.	Number added during year.	Number retired during year.	Number on June 30, 1910.	No. fitted with train brake.	No. fitted with Au- tomatic coupler.
Locomotives—owned or leased:						
Passenger,	18	3	3	18	18	18
Freight,	32	0	0	32	32	32
Switching,	8	2	0	10	10	10
Total Locomotives in Service, Less Locomotives Leased,	58 4	5 0	3 0	60 4	60 0	60 0
Total Locomotives Owned,	54	5	3	56	60	60
Cars Owned or Leased:						
In Passenger Service—						
First-class cars,	13	6	1	18	18	18
Second-class cars,	11	0	1	10	10	10
Combination cars,	10	6	2	14	14	14
Baggage, Exp., and Postal cars,	8	0	1	7	7	7
Other Cars in Passenger Service,	6	5	2	9	9	9
Total,	48	17	7	58	58	58
In Freight Service—						
Box cars,	59	2	6	55	55	55
Flat cars,	37	0	2	35	35	35
Stock cars,	2	0	0	2	2	2
Coal cars,	160	0	4	156	156	156
Total,	258	2	12	248	248	248
In Company's Service—						
Officers' and Pay Cars, . . .	1	0	0	1	1	1
Derrick cars,	4	0	0	4	4	4
Caboose cars,	27	8	3	32	3	32
Other Road cars,	55	2	4	53	53	53
Total,	87	10	7	90	61	90
Total Cars in Service, . . .	393	29	26	396	367	396
Less Cars Leased,	0	0	0	45	0	0
Total Cars Owned,	0	0	0	351	0	0

Cars contributed to fast freight line service: None.

B. EQUIPMENT OWNED OR LEASED NOT IN SERVICE OF THE RESPONDENT.
None.

Mileage—Entire Line.**(a) Mileage of road operated (all tracks):**

Line in Use.	LINE OWNED.		Line operat'd under lease.	Line operated under contract, etc.	Line operated under track-age rights.	Total mileage operated.	Steel rails.
	Main line.	Branches and spurs.					
Miles of single track, . .	42.90	106.52	123.96	1.65	3.50	278.53	275.03
Miles of second track, . .	15.21	2.28	.....	.....	.....	17.49	17.49
Miles of yard track and sidings,	41.00	16.19	25.54	9.83	.....	92.56	92.56
Total Mileage Operated— (All Tracks),	99.11	124.99	149.50	11.48	3.50	388.58	385.08

(b) Mileage of line operated, by States and Territories (single track):

State or Territory.	LINE OWNED.		Line operat'd under lease.	Line operated under contract, etc.	Line operated under track-age rights.	Total mileage operated.	Steel rails.
	Main line.	Branches and spurs.					
New York,	42.90	106.52	42.50	1.65	.....	193.57	193.57
Connecticut, . . . . .	.....	.....	77.26	.....	.....	77.26	77.26
Massachusetts, . . . . .	.....	.....	4.20	.....	3.50	7.70	4.20
Total Mileage Operated— (Single Track),	42.90	106.52	123.96	1.65	3.50	278.53	275.03

(c) Mileage of line owned, by States and Territories (single track):

State or Territory.	LINE OWNED.		Total mileage owned.	Steel rails.
	Main line.	Branches and spurs.		
New York,	42.90	106.52	149.42	149.42
Total Mileage Owned—(Single Track),	42.90	106.52	149.42	149.42

Mileage—State of Connecticut.

(a) Mileage of road operated (all tracks) :

Line in Use.	Line operated under lease.	Total mileage operated.	Steel rails.
Miles of single track, . . .	77.26	77.26	77.26
Miles of yard track and sidings,	20.43	20.43	20.43
Total Mileage Operated— (All Tracks), . . .	97.69	97.69	97.69

(b) Mileage of line operated by States and Territories (single track).

State of Connecticut.	Line operated under lease.	Total mileage operated.	Steel rails.
Hartford & Conn. Western R.R. Co.	77.26	77.26	77.26
Total Mileage Operated— (Single Track), . . .	77.26	77.26	77.26

(c) Mileage of line owned by States and Territories (single track).

None.

Renewals of Rails and Ties.**NEW RAILS LAID DURING THE YEAR.**

Kind.	Tons.	Weight per yard.	Average price per ton at distributing point.
Steel,	25.00	56 lbs.	\$18.00
"	136.22	60 "	18.00
"	1.20	67 "	18.00
"	1,137.42	70 "	18.00
"	52.54	75 "	18.00
"	18.52	79 "	18.00
"	2,582.07	80 "	31.74
Total Steel, . . .	3,928.22	.....	\$27.03

NEW TIES LAID DURING THE YEAR.

Kind.	Number.	Average price at distributing point.
First Class,	102,360	51.0 cts.
Second Class,	28,854	31.0 cts.
Total,	131,214	47.0 cts.

Consumption of Fuel by Locomotives.

Locomotives.	Bituminous coal—tons.	Soft wood—cords.	Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
Revenue Service :					
Freight, . . .	74,079	272	74,215	741,798	200.09
Passenger, . . .	26,317	108	26,371	591,674	89.14
Mixed, . . .	3,353	16	3,361	71,597	93.89
Special, . . .	49	2	50	745	134.23
Switching, . . .	13,561	72	13,597	216,684	125.50
Nonrevenue Service, .	6,625	18	6,634	53,198	249.41
Total, . . .	123,984	488	124,228	1,675,696	148.27
Av. cost at distribtg. pnt.,	\$2.56	\$3.13	.....	.....	.....

Accidents to Persons — State of Connecticut.

(a) Accidents resulting from the movement of trains, locomotives, or cars:

EMPLOYEES.

Kind of accident.	TRAINMEN.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.
Coupling or uncoupling,	1	..	1
Parting of trains,	1	..	1
Falling from trains, locomotives, or cars,	1	..	1
Other causes,	5	..	5
Total,	8	..	8

Average number employed during year: 293 trainmen, 31 switch tenders, 257 station men, 146 shopmen, 295 trackmen, 40 telegraph employees, 461 other employees; total, 1,523.

OTHER PERSONS.

Kind of accident.	OTHER PERSONS TRESPASSING.		Other persons not trespassing, injured.	TOTAL.	
	Killed.	Injured.		Killed.	Injured.
Struck by trains, locomotives, or cars —					
At Highway Crossings,	1	..	1
At other points along track, .	..	2	..	..	2
Total,	2	1	..	3

Accidents to Persons.-- Continued.

(b) Accidents arising from causes other than those resulting from the movement of trains, locomotives, or cars:

EMPLOYEES.

Kind of accident.	Station men injured.	Shop-men killed.	Shop-men injured.	Trackmen injured.	Total killed.	Total injured.
Handling traffic,	1	..	..	..	..	1
Handling tools, machinery, etc.,	..	..	5	1	..	6
Getting on or off locomotives or cars at rest, . . . .	..	..	1	..	..	1
Other causes, . . . .	..	1	1	..	1	1
Total,	1	1	7	1	1	9

SUMMARY.

[Tables a and b.]

	Total killed.	Total injured.
Table a:		
Railway Employees, . . . . .	..	8
Other Persons, . . . . .	..	3
Table b:		
Railway Employees,	1	9
Grand Total,	1	20

Characteristics of Road.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.		
From —	To —	Miles.	Number of curves.	Aggregate length of curved line, miles.	Length of straight line, miles.
Hartford, Conn.,	Camp. Hall, N. Y.	141.57	351	51.52	90.05
Tariffville, "	Agawam Jct., Mass.	14.21	17	3.28	10.93
Po'ghkeepsie, N. Y.	Hopewell Jct., N. Y.	12.40	23	3.39	9.01
P. & E. Jct., Pough- keepsie, N. Y.	N. Y. C., Conn., P'keepsie, N. Y.	4.65	13	1.83	2.83
Salt Point, "	W. Salt Point, "	0.49	1	0.49	0.00
State Line, "	Pine Plains, "	54.84	151	22.54	31.80
Stissing Jct., "	Dutchess Jct., "				
Wicopee Jct., "	Fishkill Land., "	1.65	6	0.81	0.84
Boston Crs., "	Rhinecliff, "	35.12	103	17.15	17.97
Silvernails, "	" Jct., "	3.19	6	1.25	1.94
W. Salt Piont, "	P. & E. Jct., P'gh- keepsie, N. Y.	7.41	11	2.40	5.01
Total,		275.03	682	104.66	170.37

Characteristics of Road.—Continued.

PROFILE.

Length of level line. Miles.	ASCENDING GRADES.			DESCENDING GRADES.		
	No.	Sum of ascents. feet.	Aggregate length of ascending grades, miles.	No.	Sum of descents, feet.	Aggregate length of descending grades, miles.
23.21	82	2,409.0	59.37	83	2,144.3	58.99
1.78	10	201.5	6.66	7	224.7	5.77
2.60	8	210.0	5.50	7	154.0	4.30
0.86	2	27.8	0.97	3	173.4	2.82
0.00	1	19.6	0.49	0	0.00	0.00
6.07	37	1,427.9	36.14	21	665.3	12.13
0.54	0	00.0	.00	1	60.0	1.11
6.59	27	79.6	4.86	41	798.6	23.67
0.57	4	98.1	0.64	1	8.4	1.98
2.24	4	132.4	3.31	3	45.4	1.86
44.46	175	4,605.9	117.94	167	4,274.1	112.63

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	No.	Aggregate length.	Minimum length.	Maximum length.
		Feet.	Feet.	Feet.
Bridges—				
Iron,	124	10,909	1	6,767
Wooden,	138	1,888	2	100
Combination,	6	2,169	12	484
Total,	268	14,966	..	..
Trestles,	59	9,273	12	1,600

Characteristics of Road.— *Continued.***OVERHEAD HIGHWAY AND RAILWAY CROSSINGS.**

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Inches.
Overhead Highway Crossings:			
Bridges,	38	15	0
Overhead Railway Crossings:			
Bridges,	2	19	0

GAGE OF TRACK — 4 feet 8½ inches, 275.03 miles.

Telegraph.

A. Owned by company making this report: None.

B. Owned by another company, but located on property of road making this report:

Miles of line.	Miles of wire.	Name of owner.	Name of operating company.
283	754	Western Union Tel. Co.	Western Union Tel. Co.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

We, the undersigned, H. M. Kochersperger, Vice-President, and Robt. T. Bird, Auditor, of Central New England Railway Co., on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth; and we further say that no deductions were made before stating the operating revenues herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made, to the best of our knowledge, information, and belief.

H. M. KOCHERSPERGER,
Vice-President.

ROBT. T. BIRD,
Auditor.

Subscribed and sworn to before me this 10th day of October, 1910, by
H. M. Kochersperger, Vice-Pres.

ARTHUR W. BOWMAN,
Notary Public.

STATE OF NEW YORK, }
COUNTY OF NEW YORK. } ss.

Subscribed and sworn to before me this 10th day of October, 1910.

WILLIAM A. COKELEY,
Notary Public, New York County.

HARTFORD & CONNECTICUT WESTERN RAILROAD COMPANY.

History.

Exact name of common carrier making this report: Hartford and Connecticut Western Railroad Company.

Date of organization: June 30, 1881.

Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof: State of Connecticut, January, 1881, Resolution No. 123; State of Connecticut, January, 1882, Resolution No. 189; State of New York, Laws of 1882, Chapter 339.

If a consolidated company, name the constituent companies. Give reference to charters of each and all amendments of same:

If a reorganized company, give name of original corporation and refer to laws under which it was organized: Connecticut Western Railroad Company; chartered June 25, 1868; opened December 21, 1871.

What carrier operates the road of this company? Central New England Railway Company.

The Hartford and Connecticut Western Railroad Company is the successor of the Connecticut Western Railroad Company by reason of foreclosure of mortgage and was organized June 30, 1881, in accordance with a Resolution (123) of the General Assembly of the State of Connecticut, passed at its session January, 1881, "Incorporating the First Mortgage Bondholders of the Connecticut Western Railroad Company as the Hartford and Connecticut Western Railroad Company." By a Resolution (No. 189) of the General Assembly of the State of Connecticut passed at its session January, 1882, permission was given to the Hartford and Connecticut Western Railroad Company to purchase the Rhinebeck and Connecticut Railroad in the State of New York. Chapter 339 of the Laws of 1882 of the State of New York is "An Act to Authorize the Hartford and Connecticut Western Railroad Company to Purchase the Rhinebeck and Connecticut Railroad." The Hartford and Connecticut Western Railroad was leased under date of August 30, 1889, to the Central New England and Western Railroad Company, for one year from the 30th day of August, 1889, and under date of February 4, 1890, for fifty years from the 30th day of August, 1890, at an annual rental of two per cent. on the capital stock. All taxes, rates, charges, assessments and interest on the bonds to be paid by the lessee.

The Central New England Railway Company is the successor, through reorganization after foreclosure, of the Philadelphia, Reading and New England Railroad. Judgment of foreclosure and sale, June 27, 1898. Purchase by reorganization committee, October 6, 1898. Certificate of incorporation, January 12, 1899.

The Philadelphia, Reading and New England Railroad Company was organized August 1, 1892, and was a merger of the Poughkeepsie Bridge Company, incorporated in New York, May 31, 1871, and the Central New England and Western Railroad Company, formed July 22, 1889, by the consolidation of the Hudson Connecting Railroad Company and the Poughkeepsie and Connecticut Railroad Company, date July 22, 1889, and August 1, 1892.

Directors.

Name.	Post-office address.	Date of expiration of term.	
G. MACCULLOCH MILLER,	New York, N. Y.	Until succeeded.	
EDWIN MILNER,	Moosup, Conn.	"	"
GEORGE J. BRUSH,	New Haven, Conn.	"	"
WILLIAM SKINNER,	Holyoke, Mass.	"	"
D. NEWTON BARNEY,	Farmington, Conn.	"	"
CHAS. S. MELLEN,	New Haven, "	"	"
J. PIERPONT MORGAN,	New York, N. Y.	"	"
WILLIAM ROCKEFELLER,	" " "	"	"
EDWIN W. SPURR,	Lakeville, Conn.	"	"
ROBERT SCOVILLE,	Chapinville, "	"	"
CHARLES F. BROOKER,	Ansonia, "	"	"
LEWIS CASS LEDYARD,	New York, N. Y.	"	"
JOHN L. BILLARD,	Meriden, Conn.	"	"

Principal Officers.

Title.	Name.	Official address.	
Chairman of the Board,	CHAS. S. MELLEN,	New Haven, Conn.	
President,	CHARLES S. MELLEN,	"	"
Secretary,	JOHN G. PARKER,	"	"
Treasurer,	AUGUSTUS S. MAY,	"	"

Officer to whom correspondence concerning this report should be addressed:
Robert T. Bird, Auditor, Central New England Railway Co., Hartford, Conn.

Transportation Corporations Controlled by Respondent.

None.

Facts Pertaining to Control of Respondent.

Date of last meeting of stockholders for election of directors: December 21, 1909.

Date of last closing of stock books before end of year for which this report is made: February 20, 1910.

Total number of stockholders of record at that date: 29,670.

Has each share of stock one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors?
No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1910. Yes.

If control was so held, state:

The form of control, whether sole or joint: Lease and beneficial stock ownership.

The name of the controlling corporation or corporations: Central New England Ry. Co.

The manner in which control was established: Lease and beneficial stock ownership.

The extent of control: 16,400 shares; Fidelity Ins. Trust and Safe Deposit Co., Trustee, Philadelphia, Pa.

Whether control was direct or indirect: Direct.

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1910? No.

Road Leased or Otherwise Assigned for Operation.

Name.	TERMINI.		Miles of line.	Name of lessee.
	From—	To —		
Hartford & Conn. West'n,	Hartford, Conn., Tariffville, Conn.,	Rhinecliff, N. Y. Agawam Jct., Mass.	109.75 14.21	Central New England Ry. Co. " " " "
Total Mileage,				123.96

Mileage of Line Owned—by States and Territories.

State or Territory.	LINE OWNED.		Total mileage owned.
	Main line.	Branches and spurs.	
Connecticut,	67.25	10.01	77.26
New York,	42.50	.....	42.50
Massachusetts, . . . . .	.....	4.20	4.20
Total Mileage Owned, .	109.75	14.21	123.96

Road Acquired by Respondent Through Lease or Other Agreement.

None.

Road Assigned to Another Carrier through Lease or Other Agreement.*

Name of operating company.	Miles of line.
Central New England Railway Company,	109.75
" " " "	14.21

Capital Stock.

Kind.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common, .	30,000	\$100.00	\$3,000,000.00	\$2,967,000.00	2%	\$59,346.00

Purpose of the Issue.

	Number of shares issued during the year.	Total number of shares outstanding.
Issued for cash, . . . . .	..	2,500
Issued for purchase of railway or other property, . . . . .	..	8,000
Issued for acquisition of securities,	12	19,170
Total,	12	29,670

The Hartford and Connecticut Western Railroad was leased to the Central New England and Western Railroad Company under date of February 4, 1890, for fifty years from the 30th day of August, 1890, to which date it had been leased for the period of one year from the 30th day of August, 1889, at an annual rental of two per cent. on the capital stock. All taxes, rates, charges, assessments and interest on the bonds to be paid by the lessee.

The Central New England Railway Company is the successor, through reorganization after foreclosure, of the Philadelphia, Reading and New England Railroad. Judgment of foreclosure and sale, June 27, 1898. Purchase by the reorganization committee, October 6, 1898. Certificate of incorporation, January 12, 1899.

The Philadelphia, Reading and New England Railroad Company was organized August 1, 1892, and was a merger of the Poughkeepsie Bridge Company, incorporated in New York, May 31, 1871, and the Central New England and Western Railroad Company, formed July 22, 1889, by consolidation of the Hudson Connecting Railroad Company and the Poughkeepsie and Connecticut Railroad Company, dated July 22, 1889, and August 1, 1892.

Funded Debt.

Designation of bond or obligation.	TERM.		Total par value authorized.	Total par value outstanding.	Total par value not held by respondent.
	Date of issue.	Date of maturity.			
1st Mortgage,	July 1, 1903.	July 1, 1923.	\$700,000.00	\$700,000.00	\$700,000.00

INTEREST.

Rate.	When payable.	Amount accrued during year.	Amount paid during year.
4½%	January 1st and July 1st.	\$31,500.00	\$31,500.00

EQUIPMENT TRUST OBLIGATIONS.

None.

Recapitulation of Funded Debt.

Kind of bond or obligation.	Total par value outstanding.	Total par value not held by respondent.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage Bonds, .	\$700,000.00	\$700,000.00	\$31,500.00	\$31,500.00

Purpose of the issue.	Total par value outstanding.	Total cash realized.
Issued for Cash,	\$700,000.00	\$700,000.00

Recapitulation of Capitalization.

Account.	Total par value outstanding.	Assignment to railways.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock, . . .	\$2,967,000.00	\$2,967,000.00	123.96	\$23,935.00
Funded Debt, . . .	700,000.00	700,000.00	123.96	5,647.00
Total,	\$3,667,000.00	\$3,667,000.00	123.96	\$29,582.00

Premium on Securities.

None.

Discount on Securities.

None.

Security for Funded Debt.

Class of bond or obligation.	ROAD MORTGAGED.			Amount of mortgage per mile of line.	Equipment, income, securities and other property mortgaged.
	From—	To—	Miles.		
First Mortgage,	Hartford, Conn.,	Rhinecliff, N. Y.	109.75	\$6,378	Road and Equipment.

Receiver's Certificates.

None.

Expenditures for Additions and Betterments.

Included in report of Central New England Railway Co.

Road and Equipment—Investment Since June 30, 1907.

Account.	Total expenditures July 1, 1907, to June 30, 1909.	Total expenditures July 1, 1907, to June 30, 1910.
Road,	\$3,496,909.45	\$3,497,409.45
Total entire line,	\$3,496,909.45	\$3,497,409.45

Summary of Road and Equipment.**INVESTMENT TO JUNE 30, 1907:**

	Entire line.
Road,	\$3,497,403.71
Investment since June 30, 1907,	5.74
Total,	<u>\$3,497,409.45</u>

Net total,	\$3,497,409.45
Cost per mile of line,	28,214.02

Income Account.

Gross income from lease of road,	\$90,846.00	
Net income from lease of road,	\$90,846.00	
Gross corporate income,		\$90,846.00
DEDUCTIONS FROM GROSS CORPORATE INCOME:		
Interest accrued on funded debt,	\$31,500.00	
Total deductions from gross corporate income,		<u>31,500.00</u>
Net corporate income,		\$59,346.00

Income Account for Year ending June 30, 1910. — Continued.**DISPOSITION OF NET CORPORATE INCOME:****Dividends declared:**

On common stock, 2 per cent. payable March

1st — Sept. 1st, \$59,328.00

Extra dividend on 12 shares exchanged for

convertible bonds at \$1.50 per share, . . . 18.00

\$59,346.00**Profit and Loss Account.**

Debit.	Credit.
Balance June 30, 1909, . \$175,040.71	Balance Debit, June 30, 1910, carried to Balance Sheet, \$175,040.71
<u>\$175,040.71</u>	<u>\$175,040.71</u>

Securities Owned — Stocks.

None.

Securities Owned — Funded Debt.

None.

Summary of Securities Owned.

None.

Does the respondent own or control any railway securities (stock, funded debt, or miscellaneous) through any intermediary which does not make an annual report to the commission? No.

Sinking and Other Funds.**A. INCOME AND DISBURSEMENTS DURING THE YEAR.**

None.

B. ASSETS ON JUNE 30, 1910.

None.

Reserves.

None.

Advances to Proprietary, Affiliated, and Controlled Companies.

None.

OBLIGATIONS FOR ADVANCES FROM OTHER COMPANIES.

None.

PROPERTY ABANDONED, CHARGEABLE TO OPERATING EXPENSES.

None.

Rents Receivable.**FROM LEASE OF ROAD.**

Road leased.	Location.	Name of lessee.	Amount.
Road and Equipment, {	Hartford, Conn.	Central New England Ry. Co.	\$90,846.00
	Rhinecliff, N. Y.		
	Tariffville, Conn.		
	Agawam Jct., Mass.		

Rents Receivable.—Continued.**3. MISCELLANEOUS RENTS.**

Included in report of Central New England Railway Co.

Miscellaneous Income.

Included in report of Central New England Railway Co.

Rents Payable.**1. FOR LEASE OF ROAD.**

None.

2. MISCELLANEOUS RENTS.

None.

Other Deductions from Income.

None.

Separately Operated Properties.

None.

Taxes and Assessments.**A. FOR REPORTING COMPANY'S OWNED AND PROPRIETARY LINES.**

Included in report of Central New England Railway Co.

B. FOR REPORTING COMPANY'S LEASED AND OPERATED LINES.

Included in report of Central New England Railway Co.

Important Changes During the Year.

1. All extensions of road put in operation; 2. Decrease in mileage by line abandoned or line straightened; 3. All other important physical changes; 4. All leases taken or surrendered; 5. All consolidations or reorganizations effected; 6. All new stocks issued; 7. All new funded debt issued; 8. All changes in the respondent's holdings of stocks and funded debt; 9. Adjustments in the book value of securities owned, and reasons therefor; 10. All other important financial changes.

Nos. 1, 2, 3, 4, 5: None.

No. 6: During the fiscal year ending June 30, 1910, there were issued twelve shares of common stock in exchange for convertible bonds of the Connecticut Western Railroad Company, making the capital stock outstanding as of June 30, 1910, 29,670 shares, \$2,967,000.00.

Nos. 7, 8, 9, 10: None.

Comparative General Balance Sheet.

JUNE 30, 1909.		ASSETS.	JUNE 30, 1910.		Increase or Decrease.
Item.	Amount.		Item.	Amount.	
\$3,497,403.71		Property Investment: I. Road and Equipment— Investment to June 30, 1907, (a) Road—page 197, . .	\$3,497,403.71		
Cr. 494.26		Investment since June 30, 1907, (a) Road—page 197, . .	5.74		\$500.00
.....	\$3,496,909.45	Total, . . . . .	.....	\$3,497,409.45	\$500.00
\$829.04		Working Assets: Cash,	\$829.04		
15,795.00		Miscellaneous accounts re- ceivable,	15,772.50		\$22.50
.....	\$16,624.04	Total, . . . . .	.....	\$16,601.54	\$22.50
\$209,125.00		Deferred Debit Items: Other deferred debit items, . .	\$209,125.00		
.....	\$209,125.00	Total, . . . . .	.....	\$209,125.00	
.....	\$175,040.71	Profit and Loss: Balance—page 198, . . . .	.....	\$175,040.71	
.....	\$3,897,699.20	Grand Total, . . . . .	.....	\$3,898,176.70	\$477.50

JUNE 30, 1909.		LIABILITIES.	JUNE 30, 1910.		Increase or Decrease.
Item.	Amount.		Item.	Amount.	
\$2,965,800.00		Stock: Capital Stock—page 195— (a) Common stock not held by company,	\$2,967,000.00		\$1,200.00
4,200.00		Stock liability for conver- sion of outstanding securi- ties of constituent com- panies,	3,000.00		1,200.00
.....	\$2,970,000.00	Total, . . . . .	.....	\$2,970,000.00	
\$700,000.00		Mortgage, Bonded, and Se- cured Debt: Funded debt—page 196— (a) Mortgage bonds not held by company,	\$700,000.00		
.....	\$700,000.00	Total, . . . . .	.....	\$700,000.00	
\$227,699.20		Working Liabilities: Miscellaneous accounts payable,	\$228,176.70		\$477.50
.....	\$227,699.20	Total, . . . . .	.....	\$228,176.70	\$477.50
.....	\$3,897,699.20	Grand Total, . . . . .	.....	\$3,898,176.70	\$477.50

Contracts, Agreements, etc.

1. Express companies; 2. Mails; 3. Sleeping, parlor or dining car companies; 4. Freight or transportation companies or lines; 5. Other railroad companies; 6. Steamboat or steamship companies; 7. Telegraph companies; 8. Telephone companies; 9. Other contracts: Included in report of Central New England Railway Co.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

We, the undersigned, A. S. May, Treasurer, and Robt. T. Bird, Auditor, of the Hartford and Connecticut Western Railroad Co., on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth; and we further say that no deductions were made before stating the operating revenues herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made, to the best of our knowledge, information, and belief.

A. S. MAY,

Treasurer.

ROBT. T. BIRD,

Auditor, C. N. E. Ry.

Subscribed and sworn to before me this 10th day of October, 1910, by
A. S. May, Treasurer.

ARTHUR W. BOWMAN,

Notary Public.

STATE OF NEW YORK, }
COUNTY OF NEW YORK, } ss.

Subscribed and sworn to before me this 10th day of October, 1910.

WILLIAM A. COKELEY,

Notary Public, New York County.

NEW HAVEN & NORTHAMPTON COMPANY.

History.

Exact name of common carrier making this report: New Haven and Northampton Company.

Date of organization: May, 1836.

Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof: Under the laws of the States of Massachusetts and Connecticut. (Massachusetts Special Laws, Vol II, pp. 286, 653; Massachusetts Special Laws, Vol. 12, pp. 25, 736, 822; Massachusetts Special Laws, Vol. 13, p. 484; Massachusetts Special Laws, Vol. 14, pp. 386, 485, 623; Massachusetts Special Laws, Vol. 15, pp. 677, 1430; Connecticut Private Laws, Vol. V, pp. 460, 724; Connecticut Special Laws, Vol. VI, pp. 217, 303, 733; Connecticut Special Laws, Vol. VII, pp. 267, 871, 987; Connecticut Special Laws, Vol. VIII, pp. 296, 419, 420; Connecticut Private Acts, 1870, pp. 146, 198; Connecticut Special Acts, 1875, p. 130; Connecticut Special Acts, 1876, p. 119).

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same: The constituent companies were the original New Haven and Northampton Company (Massachusetts Special Laws, Vol. 7, pp. 675, 691; Connecticut Private Laws, Vol. I, p. 308; Connecticut Private Laws, Vol. III, p. 294; Connecticut Private Laws, Vol. IV, pp. 1384, 888, 982, 983, 984, 985; Connecticut Private Acts, 1847, p. 104). The Hampden Railroad Company (Massachusetts Special Laws, Vol. 9, p. 546). The Northampton and Westfield Railroad Corporation (Massachusetts Special Laws, Vol. 9, p. 561). The Hampshire and Hamden Railroad Corporation (Massachusetts Special Laws, Vol. 9, pp. 767, 773; Massachusetts Special Laws, Vol. 10, pp. 552, 742, 922). And the Farmington Valley Railroad Company (Private Laws of Connecticut, Vol. IV, pp. 893, 896; Connecticut Private Acts, 1858, p. 125; Connecticut Private Acts, 1862, p. 94; Connecticut Private Acts, 1867, p. 275).

Date and authority for each consolidation: In 1853, the Hampden Railroad Company with the Northampton and Westfield Railroad Corporation, forming the Hampshire and Hampden Railroad Corporation; in 1862, the Hampshire and Hampden Railroad Corporation with the original New Haven and Northampton Company, and in 1862 with the Farmington Valley Railroad Company. For authority for each consolidation see Acts above cited.

If a reorganized company, give name of original corporation and refer to laws under which it was organized: Originally in Connecticut. The President, Directors and Company of the Farmington Canal (Private Laws of Connecticut, Vol. I, pp. 300, 307, 308, 318), and in Massachusetts, the Hampshire and Hampden Canal Company (Massachusetts Special Laws, Vol. 6, pp. 40, 320, 702, 829; Massachusetts Special Laws, Vol. 7, p. 186).

What carrier operates the road of this company? The New York, New Haven and Hartford Railroad Company.

Directors.

Name.	Post-office address.	Date of Expiration of term.	
GEORGE J. BRUSH,	New Haven, Conn.	First Wednesday in Jan., 1911.	
A. HEATON ROBERTSON,	" " "	"	"
D. NEWTON BARNEY,	Farmington, "	"	"
CHARLES S. MELLE,	New Haven, "	"	"
CHARLES F. BROOKER,	Ansonia, "	"	"
WILLIAM SKINNER,	Holyoke, Mass.	"	"
JAMES S. ELTON,	Waterbury, Conn.	"	"
JAMES S. HEMINGWAY,	New Haven, "	"	"
JOHN L. BILLARD,	Meriden, "	"	"

Principal Officers.

Title.	Name.	Address.
President,	CHARLES S. MELLE,	New Haven, Conn.
Vice-President,	CHARLES F. BROOKER,	Ansonia, "
Secretary,	JOHN G. PARKER,	New Haven, "
Treasurer,	AUGUSTUS S. MAY,	" " "

Officer to whom correspondence concerning this report should be addressed:
J. M. Tomlinson, General Auditor, N. Y., N. H. & H. R. R. Co., New Haven,
Conn.

Transportation Corporations Controlled by Respondent.

None.

Facts Pertaining to Control of Respondent.

Date of last meeting of stockholders for election of directors: January 5,
1910.

Total number of stockholders of record: One.

Has each share of stock one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors?
No.

Did any other corporation or corporations, transportation or other, control
the respondent on June 30, 1910? Yes.

The form of control, whether sole or joint: Sole.

The name of the controlling corporation or corporations: The New
York, New Haven and Hartford Railroad Company.

The manner in which control was established: Stock ownership.

The extent of control: 100 per cent.

Whether control was direct or indirect: Direct.

Did any individual, association, or corporation, as trustee, control the
respondent on June 30, 1910? No.

Road Leased or Otherwise Assigned for Operation.

Name of every railway company the income of which, from lease or from other assignment for operation, is included in this report.

Name.	TERMINI.		Miles of line.	Name of lessee.
	From—	To—		
New Haven & Northampton Co.	New Haven, Conn.	Shelburne Jct., Mass.	94.12	The N. Y., N. H. & H. R. R. Co.
	Farmington, "	New Hartford, Conn.	15.19	
	Northampton, Mass.	Williamsburg, Mass.	7.70	
	So. Deerfield, "	Turner's Falls, "	9.99	
Total mileage,			127.00	

Mileage of Line Owned — By States and Territories.

State or Territory.	LINE OWNED (Single track.		Total.
	Main line.	Branches and spurs.	
Massachusetts,	43.38	17.69	61.07
Connecticut,	50.74	15.19	65.93
Total Mileage owned,	94.12	32.88	127.00

Outside Operations and Other Properties.

None.

Road or Tracks Acquired by Respondent through Lease or other Agreement.

Name of owning company.	Miles of line.	Date.	Term.	Concise summary of provisions.
Holyoke & Westfd R.R.	10.59	Dec. 3, 1870	Perpetual	\$46,000 per annum and taxes.

NOTE. — Above lease assumed by The New York, New Haven & Hartford Railroad Company through lease of this company.

Road or Tracks Assigned to Another Carrier through Lease or other Agreement.

Name of operating company.	Miles of line.	LEASE OR AGREEMENT.			
		Date.	TERM.		Concise summary of provisions.
			From—	To—	
The New York, New Haven & Hartford Railroad Company.	127.00	May 14, 1887	April 1, 1887	April 1, 1936	For 99 years. Bond interest, taxes, etc., 1% on capital stock for 3 years; 2% for the second 3 years; 3% for the third 3 years, and 4% thereafter.

Capital Stock.

Kind.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.
Common,	50,000	\$100	\$5,000,000	\$2,460,000
Total,	50,000		\$5,000,000	\$2,460,000

TOTAL PAR VALUE HELD BY RESPONDENT.			Total par value not held by respondent.	DIVIDENDS DURING THE YEAR.	
In treasury.	Pledged as collateral.	In sinking or other funds.		Rate.	Amount.
None	None	None	\$2,460,000	4 per cent.	\$98,400.00
None	None	None	\$2,460,000	4 per cent.	\$98,400.00

Purpose of the issue.	Total number of shares outstanding.	Total cash realized.
Issued for Cash:		
Approximately,	18,820	\$1,882,000.00
Issued for construction of new properties:		
Approximately,	5,780	578,000.00
Total,	24,600	\$2,460,000.00

Funded Debt.

Designation of bond or obligation.	TERM.		Total par value authorized.	Total par value outstanding.
	Date of issue.	Date of maturity.		
Mortgage Bonds: Northern Extension,	April, 1881	April, 1911	\$700,000	\$700,000
Refunding Cons. Mtg. Gold,	June, 1906	June, 1956	10,000,000	2,400,000
Total, . . . . .	.....	.....	\$10,700,000	\$3,100,000

TOTAL PAR VALUE HELD BY RESPONDENT.			Total par value not held by respondent.
In treasury.	Pledged as collateral.	In sinking or other funds.	
None	None	None	\$700,000
None	None	None	2,400,000
None	None	None	\$3,100,000

INTEREST.

Rate.	When payable.	Amount accrued during the year.	Amount paid during the year.
5%	April 1—Oct. 1	\$35,000.00	\$35,000.00
4%	June 1—Dec. 1	96,000.00	96,000.00
Total, . . . . .	.....	\$131,000.00	\$131,000.00

Recapitulation of Funded Debt.

Kind of bond or obligation.	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT.			Total par value not held by respondent.	INTEREST.	
		In treasury.	Pledged as collateral.	In sinking or other funds.		Amount accrued during the year, charged to income.	Amount paid during the year.
Mort. bonds,	\$3,100,000	None	None	None	\$3,100,000	\$131,000.00	\$131,000.00

Recapitulation of Funded Debt.—Continued.

Purpose of the issue.	Total par value outstanding.	Total cash realized.
Issued for Cash :	\$2,800,000	\$2,800,000
Issued for Refundment of Securities : . .	300,000	300,000
Total,	\$3,100,000	\$3,100,000

Recapitulation of Capitalization.

Account.	Total par value outstanding.	ASSIGNMENT.		AMOUNT PER MILE OF LINE.	
		To railways.	To other properties.	Miles.	Amount.
Capital Stock (p. 205),	\$2,460,000	\$2,460,000	.....	127.00	\$19,370
Funded Debt (p. 206),	3,100,000	3,100,000	.....	127.00	24,409
Total,.....	\$5,560,000	\$5,560,000	.....	127.00	\$43,779

Premium on Securities.

None.

Discount on Securities.

None.

Security for Funded Debt.

Designation of bond or obligation.	ROAD OR TRACKS MORTGAGED.			Amount of mortgage per mile of line.	Equipment, income, securities, and other property mortgaged.
	From—	To—	Miles.		
Northern Extension Bonds, . .	Northampton, Mass., South Deerfield, Mass.,	Shelburne Jct., Mass., Turners Falls, Mass.,	18.30	\$24,744	Railway and property.
			9.99		
			28.29		
Refunding Consolidated Mtg. Gold Bonds, . .	New Haven, Conn., Farmington, Conn., Northampton, Mass., South Deerfield, Mass.,	Conway Jct., Mass., New Hartford, Conn., Williamsburgh, Mass., Turners Falls, Mass.,	94.12	18,897	Railway, property and equipment.
			15.19		
			7.70		
			9.99		
			127.00		

Expenditures for Additions and Betterments During the Year.

Amount.	Total.
Right of way and station grounds,	\$3,470.21
Bridges, trestles, and culverts,	6,724.91
Sidings and spur tracks,	406.49
Fencing right of way,	Cannot be separated.
Improvement of over and under grade crossings,	1,499.77
Track elevation, elimination of grade crossings, etc.,	27,653.32
Station buildings and fixtures,	3.91
Shops, enginehouses, and turntables,	107.41
Water and fuel stations,	806.23
Miscellaneous structures,	144.45
Total — entire line,	\$40,816.70

Road and Equipment — Investment Since June 30, 1907.

Account.	Expenditures for additions and betterments during the year.	Total Expenditures July 1, 1907, to June 30, 1909.	Total Expenditures July 1, 1907, to June 30, 1910.
Road:			
Engineering,	\$1,205.88	\$3,088.86	\$9,294.74
Right of Way and Station Grounds,	3,470.21	492,170.89	495,641.10
Real Estate,	50.50	Cr. 75.00	Cr. 24.50
Grading, . . . . .	.....	114,510.02	114,510.02
Bridges, Trestles and Culverts,	10,814.17	186.79	11,000.96
Ties,	119.18	2,527.35	2,646.53
Rails,	71.12	5,911.95	5,983.07
Frogs and Switches,	63.00	1,306.21	1,369.21
Track Fastenings and other Material,	20.00	1,092.79	1,112.79
Ballast, . . . . .	.....	2,939.00	2,939.00
Track Laying and Surfacing,	3.17	6,921.25	6,924.42
Fencing Right of Way, . . . . .	.....	2,024.00	2,024.00
Crossings and Signs,	23,940.14	134,095.71	158,035.85
Interlocking and other Signal Apparatus,	112.96	14,339.96	14,452.92
Station Buildings and Fixtures,	108.65	1,575.36	1,684.01
Shops, Enginehouses, and Turntables,	16.03	.....	16.03
Water Stations,	806.23	190.47	996.70
Fuel Stations, . . . . .	.....	2.25	2.25
Miscellaneous Structures,	15.46	509.42	524.88
Total,	\$40,816.70	\$788,317.28	\$829,133.98
General expenditures:			
Law expenses, . . . . .	.....	\$2,031.31	\$2,031.31
Other expenditures, . . . . .	.....	250.00	250.00
Total,		\$2,281.31	\$2,281.31
Recapitulation:			
Road,	\$40,816.70	\$788,317.28	\$829,133.98
General expenditures, . . . . .	.....	2,281.31	2,281.31
Total,—Entire Line,	\$40,816.70	\$790,598.59	\$831,415.29

Summary of Road and Equipment.

Amount.	Entire line.
INVESTMENT TO JUNE 30, 1907:	
Road,	\$6,377,217.24
Equipment,	750,000.00
Investment since June 30, 1907,	831,415.29
Total,	\$7,958,632.53
 Net total,	 \$7,958,632.53
Cost per mile of line,	62,666.40

Income Account.

GROSS INCOME:	
From lease of road,	\$229,400.00
Net income from lease of road,	\$229,400.00
Gross corporate income,	\$229,400.00
DEDUCTION FROM GROSS CORPORATE INCOME:	
Interest accrued on funded debt,	\$131,000.00
Total deductions from gross corporate income,	131,000.00
Net corporate income,	\$98,400.00
DISPOSITION OF NET CORPORATE INCOME:	
Dividends:	
On common stock, 4 per cent. payable,	\$98,400.00

Profit and Loss Account.

Debit.	Credit.
Balance credit, June 30, 1910, carried to General Balance Sheet,	Balance debit, June 30, 1910, carried to General Balance Sheet,
\$2,333,710.20	\$2,333,710.20
\$2,333,710.20	\$2,333,710.20

Securities Owned — Stocks.

None.

Securities Owned — Funded Debt.

None.

Summary of Securities Owned.

None.

Does the respondent own or control any railway securities (stock, funded debt, or miscellaneous) through any intermediary which does not make an annual report to the commission? No.

Sinking and Other Funds.

Reserves.

None.

Advances to Proprietary, Affiliated, and Controlled Companies.
None.

Obligations for Advances From Other Companies.

ADVANCES FOR CONSTRUCTION, EQUIPMENT, AND BETTERMENTS.		TEMPORARY ADVANCES FOR VARIOUS PURPOSES.	
Name of Company.	Amount.	Name of Company.	Amount.
The N. Y., N. H. & H. R. R. CO. . . .	\$64,045.91	The N. Y., N. H. & H. R. R. CO.,	\$876.42
Total,	\$64,045.91	Total,	\$876.42

Rents Receivable.

Road leased.	Location.	Name of lessee.	Amount.
New Haven & North- ampton Co., . . .	Massachusetts and Connecticut.	The N. Y., N. H. & H. R. R. Co.	\$229,400.00

MISCELLANEOUS RENTS.

None.

Miscellaneous Income.

None.

Rents Payable.**FOR LEASE OF ROAD.**

Reported by lessee.

MISCELLANEOUS RENTS.

Reported by lessee.

Other Deductions from Income.

None.

Taxes and Assessments.

Reported by lessee.

Important Changes During the Year.

1. All extensions of road put in operation; 2. Decrease in mileage by line abandoned or line straightened; 3. All other important physical changes; 4. All leases taken or surrendered; 5. All consolidations or reorganizations effected; 6. All new stocks issued; 7. All new funded debt issued; 8. All changes in the respondent's holdings of stock and funded debt; 9. Adjust-

ments in the book value of securities owned, and reasons therefor; 10. All other important financial changes:

No. 1: None.

No. 2: Decrease of .41 of a mile caused by remeasurement.

Nos. 3, 4, 5, 6, 7, 8, 9, 10: None.

Comparative General Balance Sheet.

JUNE 30, 1909.		ASSETS.	JUNE 30, 1910.		Increase or Decrease.
Item.	Amount.		Item.	Amount.	
		Property Investment:			
		I. Road and Equipment—			
\$6,377,217.24		Investment to June 30, 1907,	\$6,377,217.24		
750,000.00	\$7,127,217.24	Road—page 209, . . .	750,000.00	\$7,127,217.24	
		Equipment—page 209, . .			
		Investment since June 30,			
		1907,			
788,317.28		Road—page 208,	829,133.98		\$40,816.70
2,281.31	790,598.59	General expenditures, . .	2,281.31	831,415.29	
		page 208,			
	\$7,917,815.83	Total,		\$7,958,632.53	\$40,816.70
	\$9,000.00	Working Assets:			
	16,750.00	Cash,			Cr. \$9,000.00
		Miscellaneous accounts re-			
		ceivable,		\$16,750.00	
	\$25,750.00	Total,		\$16,750.00	Cr. \$9,000.00
	\$7,943,565.83	Grand Total,		\$7,975,382.53	\$31,816.70

Comparative Balance Sheet — *Continued.*

JUNE 30, 1909.		LIABILITIES.	JUNE 30, 1910.		Increase or Decrease.
Item.	Amount.		Item.	Amount.	
.....	\$2,460,000.00	Stock : Capital Stock—page 205— Common stock, not held by company, . . . .	.....	\$2,460,000.00	.....
.....	\$2,460,000.00	Total, . . . .	.....	\$2,460,000.00	.....
.....	\$3,100,000.00	Mortgage, Bonded, and Se- cured Debt : Funded Debt—page 206— Mortgaged bonds, not held by company, . . . .	.....	3,100,000.00	.....
.....	.....	Obligations for advances received for construc- tion, . . . .	.....	64,045.91	\$64,045.91
.....	\$3,100,000.00	Total, . . . .	.....	\$3,164,045.91	\$64,045.91
.....	\$24,105.63	Working Liabilities : Audited vouchers and wages unpaid, . . . .	.....	.....	Cr. 24,105.63
.....	9,000.00	Matured mortgage, bonded, and secured debt unpaid, Working advances due to other companies—page 210, . . . .	.....	.....	Cr. 9,000.00
.....	.....	.....	.....	876.42	876.42
.....	\$33,105.63	Total, . . . .	.....	\$876.42	\$82,229.21
.....	16,750.00	Accrued Liabilities not due: Unmatured interest, divi- dends, and rents payable, . . . .	.....	16,750.00	.....
.....	\$16,750.00	Total, . . . .	.....	\$16,750.00	.....
.....	2,333,710.20	Profit and Loss: Balance—page 209, . . . .	.....	2,333,710.20	.....
.....	\$7,943,565.83	Grand Total, . . . .	.....	\$7,975,382.53	\$31,816.70

Contracts, Agreements, Etc.

Not an operating company. Operated by The New York, New Haven and Hartford Railroad Company.

Employees and Salaries.

Reported by lessee.

Traffic and Mileage Statistics — Entire Line.

Reported by lessee.

Freight Traffic Movement.

Reported by lessee.

Description of Equipment — Entire Line.

Reported by lessee.

Renewals of Rails and Ties.

Reported by lessee.

Consumption of Fuel by Locomotives.

Reported by lessee.

Accidents to Persons.

Reported by lessee.

Characteristics of Road.

Reported by lessee.

Gauge of track, 4 feet 8½ inches; 127 miles.

Telegraph.

None.

Oath.

STATE OF NEW YORK, }
COUNTY OF NEW YORK. } ss.

We, the undersigned, C. S. Mellen, President, and J. M. Tomlinson, General Auditor, of New Haven and Northampton Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth; and we further say that no deductions were made before stating the operating revenues herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made, to the best of our knowledge, information, and belief.

C. S. MELLEN,

President.

J. M. TOMLINSON,

General Auditor.

Subscribed and sworn to before me this 7th day of October, 1910.

FRANK E. HALL,

Notary Public.

NEW LONDON NORTHERN RAILROAD COMPANY.

History.

Exact name of common carrier making this report: New London Northern Railroad Company.

Date of organization: May 31, 1860.

Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute, and all amendments thereof: States of Connecticut and Massachusetts.

If a consolidated company, name the constituent companies. Give reference to charters of each and all amendments of same: New London Northern Railroad Company and Amherst, Belchertown and Palmer Railroad Company. The New London Northern Railroad Company was chartered by Acts of the Connecticut Legislature, June 7, 1859. Charter amended May 2, 1860, and January 15, 1864. The Amherst, Belchertown and Palmer Railroad was the successor of the Amherst and Belchertown Railroad, chartered by the Legislature of Massachusetts, May, 1851, and was consolidated with the New London Northern Railroad Company in March, 1864.

Date and authority for each consolidation: February 4, 1860. Acts of Connecticut and Massachusetts.

If a reorganized company, give name of original corporation and refer to laws under which it was organized: New London, Willimantic and Palmer Railroad Company; Connecticut and Massachusetts; 1847-1848.

What carrier operates the road of this company? Central Vermont Railway Company.

Directors.

Name.	Post-office address.	Date of expiration of term.
CHARLES H. OSGOOD,	Norwich, Conn.,	January 12, 1911.
THOMAS B. EATON,	Worcester, Mass.,	" "
EDWARD C. SMITH,	St. Albans, Vt.,	" "
JOHN C. AVERILL,	Norwich, Conn.,	" "
GUILFORD SMITH,	South Windham, Conn.,	" "
FRANK B. BRANDEGEE,	New London, " "	" "
DAVID MACKENZIE,	" " "	" "
JUSTUS A. SOUTHARD,	" " "	" "
CHESTER C. RUMRILL,	Springfield, Mass.	" "

Principal Officers.

Company's office, New London, Conn.

Title.	Name.	Official address.
President,	CHARLES H. OSGOOD,	Norwich, Conn.
Vice-President,	JOHN C. AVERILL,	" "
Secretary,	JUSTUS A. SOUTHARD,	New London, Conn.
Treasurer,	JOHN C. AVERILL,	Norwich, "
General Counsel,	BRANDEGEE, KENEALY & BRENNAN,	New London, "

Principal Officers. — Continued.*Officers of Lessees.*

Title.	Name.	Official address.
Auditor,	W. G. CRABBE,	St. Albans, Vt.
General Manager,	GEORGE C. JONES,	" "
Superintendent,	W. E. COSTELLO,	New London, Conn.
Gen'l Freight Agent,	C. E. DEWEY,	St. Albans, Vt.
Gen'l Passenger Agent,	J. W. HANLEY,	" "
Gen'l Ticket Agent,		
Land Commissioner,		

Officer to whom correspondence concerning this report should be addressed:
J. A. Southard, Secretary, New London, Conn.

Transportation Corporations Controlled by Respondent.

(Company's Account.)

Name.	CONTROL.			
	Sole or joint.	How established.	Extent.	Direct or indirect.
Inactive Corporations: West River Railroad Co.,	Sole.	Ownership of Stock,	All.	Direct.

Facts Pertaining to Control of Respondent.

(Company's Account.)

Date of last meeting of stockholders for election of directors: January 13, 1910.

Date of last closing of stock books before end of year for which this report is made: June 16, 1910.

Total number of stockholders of record at that date: 394.

Has each share of stock one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors? No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1910? No.

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1910? No.

Road Operated — Entire Line.

(Lessee's Report.)

Name.	TERMINI.		Miles of line for each road named.
	From —	To —	
New London Northern,	New London, Conn.,	Brattleboro, Vt.	121

Road Leased or Otherwise Assigned for Operation.

(Company's Account.)

Name of every railway company the income of which, from lease or from other assignment for operation, is included in this report.

Name.	TERMINI.		Miles of line. (Single track.)	Name of lessee.
	From—	To—		
New London Northern,	New London,	Brattleboro,	121	Central Vermont Railway Co.
West River,	Conn., Brattleboro,	Vt., Londonderry,	36	Central Vermont Railway Co.
Total mileage,.....			157	

Mileage of Line Owned — By States and Territories.

State or Territory.	LINE OWNED (Single Track).	
	Main line.	Total.
Connecticut,	56.10	56.10
Massachusetts,	54.90	54.90
Vermont,	10.00	10.00
Total mileage owned,	121.00	121.00

Road or Tracks Assigned to Another Carrier Through Lease or Other Agreement.

(Company's Account.)

Name of operating company.	Miles of line.	Lease or agreement.			
		Date.	TERM.		Concise summary of provisions.
			From—	To—	
Central Vermont Railway Co., Leased to the Central Vermont Railroad Company, (succeeded by the Central Vermont Railway Company), lease assumed by the Central Vermont Railway Company May 1, 1899.	157	Dec. 1, 1891	Dec. 1, 1891	Dec. 1, 1920	Rental \$211,000 per annum. From August 1, 1899, \$3,552.50 annually for rent of Palmertown siding. From June 1, 1905, \$3,000 per annum for interest on West River R. R., bonds guaranteed by this Company.

Capital Stock.

(Company's Account.)

Kind.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	Total par value not held by respondent.	DIVIDENDS DECLARED DURING YEAR.	
						Rate.	Amount.
Common,	20,000	\$100	\$2,000,000	\$1,500,000	\$1,500,000	9 per ct.	\$135,000.00

Purpose of the issue.	Total number of shares outstanding.	Total cash realized.	Remarks.
Issued for cash : .	3,407	\$340,763.00	
Issued for acquisition of securities :	567	56,667.00	Stock of Amherst, Belcher-town and Palmer Railroad.
Issued for reorganization : . . .	11,026	1,102,660.00	
Total, . . .	15,000	\$1,500,000.00	

Funded Debt.

(Company's Account.)

Designation of bond or obligation.	TERM.		Total par value authorized.	Total par value outstanding.	Total par value not held by respondent.
	Date of issue.	Date of maturity.			
First Consoli'ted Mortg. B'ds,	1880	1910, July 1.	\$812,000	\$812,000	\$812,000.00
" " " "	1885	"	300,000	300,000	300,000.00
" " " "	1892	"	388,000	388,000	388,000.00
Total, . . . . .	.....	.....	\$1,500,000	\$1,500,000	\$1,500,000.00

Funded Debt. — Continued.**INTEREST.**

Rate.	When payable.	Amount accrued during year.	Amount paid during year.
5 per cent.	January and July.	\$40,600.00	\$40,600.00
4 per cent.	January and July.	12,000.00	12,000.00
4 per cent.	January and July.	15,520.00	15,520.00
Total,	.....	\$68,120.00	\$68,120.00

Recapitulation of Funded Debt.

Kind of bond or obligation.	Total par value outstanding.	Total par value not held by respondent.	INTEREST.	
			Amount accrued during year, charged to income.	Amount paid during year.
Mortgage Bonds, .	\$1,500,000.00	\$1,500,000.00	\$68,120.00	\$68,120.00

Purpose of the issue.	Total par value outstanding.	Total cash realized.
Issued for Cash :	\$1,500,000	\$1,545,474
Total,	\$1,500,000	\$1,545,474

Recapitulation of Capitalization.

(Company's Account.)

Account.	Total par value outstanding.	Assignment to railways.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock, . .	\$1,500,000.00	\$1,500,000.00	121	\$12,397.00
Funded Debt, . .	1,500,000.00	1,500,000.00	121	12,397.00
Total,	\$3,000,000.00	\$3,000,000.00	.....	\$24,794.00

Security for Funded Debt.

(Company's Account.)

Designation of bond or obligation.	ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Consolidated First Mortgage,	New London, Conn.	Brattleboro, Vt.,	121	\$12,397

Summary of Road and Equipment.

(Company's Account.)

INVESTMENT TO JUNE 30, 1907:

Road,	\$2,927,136.45
Equipment,	248,420.44
Total,	<u>\$3,175,556.89</u>
Net total,	\$3,175,556.89
Cost per mile of line,	26,244.27

Income Account.

(Lessee's Account.)

OPERATING INCOME:

Rail Operations:

Operating revenues,	\$1,083,759.11	
Operating expenses,	891,297.32	
	<u></u>	
Net operating revenue,		\$192,461.79
Total net revenue,		\$192,461.79
Taxes accrued,		31,873.24
		<u></u>
Operating income,		\$160,588.55

OTHER INCOME:

Other rents — credits:

Miscellaneous rents,	\$450.00	
Miscellaneous income,	11,135.27	
	<u></u>	
Total other income,		11,585.27
Gross corporate income,		<u>\$172,173.82</u>

DEDUCTIONS FROM GROSS CORPORATE INCOME:

Rents accrued for lease of other roads,	\$203,952.50	
Other Rents — debits:		
Hire of equipment — balance,	\$60,338.77	
Joint Facilities,	2,437.50	
Miscellaneous rents,	25,200.00	
	<u></u>	
		87,976.27
Total deductions from gross corporate income,		<u>291,928.77</u>
Net corporate loss,		\$119,754.95

Income Account — Continued.

(Company's Account — Continued.)

DEDUCTIONS FROM GROSS CORPORATE INCOME:

Interest accrued on funded debt,	\$68,120.00	
Other interest (West River R. R. bonds),	3,000.00	
		<hr/>
Total deductions from gross corporate income,		71,120.00
		<hr/>
Net corporate income,		\$141,858.51

DISPOSITION OF NET CORPORATE INCOME:**Dividends declared:**

On common stock, 9 per cent. payable July, October, January, April,	\$135,000.00	
		<hr/>
		135,000.00
		<hr/>
Balance for year carried forward to credit of profit and loss,		\$6,858.51

(Company's Account.)

GROSS INCOME:

From lease of road,	\$216,552.50
Salaries and maintenance of organization,	4,814.86
	<hr/>
Net income from lease of road,	\$211,737.64

OTHER INCOME:

Interest on other securities, loans, and accounts,	1,240.87	
		<hr/>
Gross corporate income,		\$212,978.51

Profit and Loss Account.

(Company's Account.)

Debit.		Credit.	
Deductions for year :			
Bond interest accrued 6 mos. to June 30, 1909,	\$34,060.00	Balance June 30, 1909,	\$551,107.81
Dividend declared June, 1909, payable July, 1909,	33,750.00		
Dividends declared :			
On Common Stock, 9% payable July, Oct., Jan., April,	135,000.00	Balance for year brought forward from Income Account,	141,858.51
			<hr/>
Balance Credit, June 30, 1910, carried to General Balance Sheet,	\$490,156.32	Balance Debit, June 30, 1910, carried to General Balance Sheet,	\$692,966.32
Total,	692,966.32		

Operating Revenues.

(Lessee's Account.)

I. REVENUE FROM TRANSPORTATION:

	Total revenue.
Freight revenue,	\$316,893.78
Passenger revenue,	194,331.55
Excess baggage revenue,	1,643.26
Mail revenue,	16,588.74
Express revenue,	25,945.04
Milk revenue (on passenger trains),	6,548.25
Other passenger-train revenue,	1,128.88
Total passenger service train,	\$246,185.72
Switching revenue,	8,580.20
Special service train revenue,	184.00
Miscellaneous transportation revenue,	1,008.41
Total revenue from transportation,	\$1,072,852.11

II. REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION:

Station and train privileges,	627.06
Parcel-room receipts,	84.36
Storage — freight,	71.32
Storage — baggage,	68.26
Car service,	4,081.12
Rents of buildings and other property,	238.63
Miscellaneous,	5,736.25
Total revenue from operations other than transportation,	\$10,907.00
Total operating revenues — entire line.	\$1,083,759.11

Summary of Securities Owned.

(Company's Account.)

	Par value.
Stocks of railway companies — Inactive, West River,	\$150,000.00
Total,	\$150,000.00

Advances to Proprietary, Affiliated, and Controlled Companies.

(Company's Account.)

Advances for construction, equipment, and betterments.

	Amount.
Brattleboro and Whitehall (now West River) R. R.,	\$287,493.02
Less capital stock,	150,000.00
Total,	\$137,493.02

Operating Expenses — Entire Line.

(Lessee's Account.)

Account.	Amount.	Ratio to Total of General Account. per ct.	Ratio to Total Operating Expenses, per ct.
I. MAINTENANCE OF WAY AND STRUCTURES:			
Superintendence,	\$4,562.80	2.48	.51
Ballast,	Cr. 28.52	Cr. .02	Cr. .00
Ties,	39,135.43	21.28	4.39
Rails,	8,502.47	4.62	.95
Other track material,	6,349.37	3.45	.71
Roadway and track,	53,975.19	29.36	6.06
Removal of snow, sand, and ice,	2,654.60	1.44	.30
Bridges, trestles, and culverts,	25,002.70	13.60	2.80
Over and under grade crossings,	4,023.87	2.19	.45
Grade crossings, fences, cattle guards, and signs,	2,183.72	1.19	.24
Signals and interlocking plants,	187.05	.10	.02
Telegraph and telephone lines,	727.89	.40	.08
Buildings, fixtures, and grounds,	32,056.44	17.43	3.60
Docks and wharves,	3,282.49	1.79	.37
Roadway tools and supplies,	1,199.59	.65	.13
Injuries to persons,	420.90	.23	.05
Stationery and printing,	140.70	.08	.02
Maintaining joint tracks, yards, and other facilities — Dr.,	1,226.34	.67	.14
Maintaining joint tracks, yards, and other facilities — Cr.,	1,726.91	.94	.19
Total — maintenance of way and structures,	\$183,876.12	100.00	20.63
II. MAINTENANCE OF EQUIPMENT:			
Superintendence,	\$2,821.54	4.79	.32
Steam locomotives — repairs,	28,196.07	47.90	3.16
Steam locomotives — depreciation,	7,061.24	11.99	.79
Passenger-train cars — repairs,	3,577.13	6.08	.40
Passenger-train cars — depreciation,	1,699.88	2.89	.19
Freight-train cars — repairs,	4,592.09	7.80	.52
Freight-train cars — depreciation,	9,246.16	15.71	1.04
Work equipment — repairs,	186.12	.32	.02
Work equipment — depreciation,	554.06	.94	.06
Shop machinery and tools,	482.15	.82	.05
Injuries to persons,	47.08	.08	.01
Stationery and printing,	401.93	.68	.04
Total — maintenance of equip- ment,	\$58,865.45	100.00	6.60

Operating Expenses.—Continued.

III. TRAFFIC EXPENSES:

Superintendence,	\$5,259.71	19.47	.59
Outside agencies,	9,458.18	35.02	1.06
Advertising,	2,505.53	9.28	.28
Traffic associations,	298.52	1.10	.03
Fast freight lines,	6,119.75	22.66	.69
Stationery and printing,	3,369.71	12.47	.38
<hr/>			
Total — traffic expenses,	\$27,011.40	100.00	3.03

IV. TRANSPORTATION EXPENSES:

Superintendence,	\$7,193.77	1.20	.81
Dispatching trains,	4,278.86	.72	.48
Station employees,	265,397.00	44.36	29.78
Weighing and car-service associations,	1.33	..	..
Station supplies and expenses,	8,231.56	1.38	.92
Yardmasters and their clerks,	5,918.43	.99	.66
Yard conductors and brakemen,	5,810.02	.97	.65
Yard supplies and expenses,	62.94	.01	.01
Yard enginemen,	5,155.15	.86	.58
Enginehouse expenses — yard,	1,900.09	.32	.21
Fuel for yard locomotives,	22,602.99	3.78	2.54
Water for yard locomotives,	420.89	.07	.05
Lubricants for yard locomotives,	249.29	.04	.03
Other supplies for yard locomotives,	244.20	.04	.03
Operating joint yards and terminals—			
Dr.,	1,991.37	.33	.22
Operating joint yards and terminals—			
Cr.,	4,034.89	.67	.45
Road enginemen,	38,877.02	6.50	4.36
Enginehouse expenses — road,	11,432.59	1.91	1.28
Fuel for road locomotives,	115,455.30	19.30	12.95
Water for road locomotives,	3,970.82	.68	.45
Lubricants for road locomotives,	1,201.44	.20	.14
Other supplies for road locomotives,	1,187.78	.20	.13
Road trainmen,	44,993.76	7.52	5.05
Train supplies and expenses,	8,564.77	1.42	.96
Interlockers and block and other signals — operation,	42.40	.01	.01
Crossing flagmen and gatemen,	3,482.68	.58	.39
Drawbridge operation,	21.21	..	..
Clearing wrecks,	2,038.00	.34	.23
Telegraph and telephone — operation,	3,515.67	.59	.39
Stationery and printing,	4,846.90	.81	.54
Other expenses,	Cr. 4.83	.00	.00
Loss and damage — freight,	6,593.23	1.10	.74
Loss and damage — baggage,	80.58	.01	.01
Damage to property,	11,788.59	1.97	1.32

Damage to stock on right of way,	610.07	.10	.07
Injuries to persons,	9,197.72	1.54	1.03
Operating joint tracks and facilities			
— Dr.,	4,919.90	.82	.55
Total — transportation expenses, \$598,238.60		100.00	67.12

V. GENERAL EXPENSES:

Salaries and expenses of general officers, \$5,048.72	21.66	.57
Salaries and expenses of clerks and attendants,	10,947.28	46.97
General office supplies and expenses, 669.00	2.87	.07
Law expenses,	2,028.84	8.71
Insurance,	2,784.09	11.94
Stationery and printing,	1,509.07	6.48
Other expenses,	318.75	1.37
Total — general expenses, . . . \$23,305.75	100.00	2.62

RECAPITULATION OF EXPENSES:

I. Maintenance of way and structures, \$183,876.12	20.63
II. Maintenance of equipment, 58,865.45	6.60
III. Traffic expenses, 27,011.40	3.03
IV. Transportation expenses, 598,238.60	67.12
V. General expenses, 23,305.75	2.62

Total operating expenses, . . . \$891,297.32 100.00

Ratio of operating expenses to operating revenues, 82.24 per cent.

Rents Receivable.

FROM LEASE OF ROAD (Company's Account).

Road leased.	Location.	Name of lessee.	Amount.
New London Northern, Including West River, }	Connecticut, Massachusetts, Vermont, }	Central Vermont Railway Co.	\$216,552.50

MISCELLANEOUS RENTS (Lessee's Account.)

Description of property.	Location.	Name of lessee.	Amount.
Buildings and land,	Brattleboro, Vt.,	Swift Co.,	\$200.00
“ “ “ “	“ “ “ “	Twin State Gas Co.,	250.00
Total, . . . . .	. . . . .	. . . . .	\$450.00

MISCELLANEOUS INCOME (Lessee's Account.)

Various incomes from rental of warehouses, tenements, and small parcels of land,	\$11,135.27
Total,	\$11,135.27

Rents Payable.**1. FOR JOINT FACILITIES (Lessee's Account.)**

Location.	Name of lessor.	Amount.
Palmer, Mass.,	Boston & Albany, R. R.,	\$1,537.50
Willimantic, Conn., . . .	New York, New Haven & Htf. R. R., . . .	300.00
Brattleboro, Vt.,	Boston & Maine R. R.,	600.00
Total,		\$2,437.50

2. FOR LEASE OF ROAD (Lessee's Account.)

Road leased.	Cash.	Total.
New London Northern R. R.....	\$203,952.50	\$203,952.50

3. MISCELLANEOUS RENTS.

Description of property.	Location.	Name of lessor.	Amount.
Water front,	New York City,	New York City,	\$25,000.00
Grounds,	Amherst, Mass.,	Amherst College,	200.00
Total,			\$25,200.00

Taxes and Assessments.**FOR REPORTING COMPANY'S OWNED AND PROPRIETARY LINES.****(Lessee's Account.)**

State or territory.	Ad valorem tax on the value of real and personal property.	Ad valorem tax on the value of stocks or bonds; or on valuation based on earn- ings, dividends, or other results of operation.	Internal revenue, U. S. Government.	Total.
United States, . . . . .	.....	.....	\$1,373.69	\$1,373.69
Massachusetts,	\$712.52	\$16,550.66	.....	17,263.18
Connecticut,	2,619.78	10,585.67	.....	13,205.45
New York,	30.92	.....	.....	30.92
Total,	\$3,363.22	\$27,136.33	\$1,373.69	\$31,873.24

Comparative General Balance Sheet.

(Company's Account.)

JUNE 30, 1909.		ASSETS.	JUNE 30, 1910.		Increase or decrease.
Item.	Amount.		Item.	Amount.	
		Property Investment:			
		I. Road and equipment—			
\$2,927,136.45		Investment to June 30, 1907,			
248,420.44	\$3,175,556.89	Road—page 219, . . .	\$2,927,136.45		
		Equipment—page 219, . .	248,420.44	\$3,175,556.89	
	\$3,175,556.89	Total,		\$3,175,556.89	
		II. Securities—			
\$150,000.00	\$150,000.00	Stocks—page 221, . . .	\$150,000.00	\$150,000.00	
		Miscellaneous—page 221, .			
	\$150,000.00	Total,		\$150,000.00	
	\$137,493.02	III. Other Investments:			
		Advances to proprietary, af-			
		iliated, and controlled com-			
		panies for construction,			
		equipment, and better-			
	5,000.00	ments—page 221, . . .	\$137,493.02		
		Miscellaneous investments—			
		Steamboat,	5,000.00		
		Securities — unpledged,—		\$142,493.02	
		page 221,			
	\$142,493.02	Total,		\$142,493.02	
	\$81,765.04	Working Assets:			Cr.
	5,000.00	Cash,		\$94,443.55	\$12,678.51
	1,000.00	Miscellaneous,—			Cr. 5,000.00
		Miscellaneous accounts re-			1,000.00
		ceivable,			
	\$87,765.04	Total,		\$94,443.55	\$6,678.51
	\$3,555,814.95	Grand total,		\$3,562,493.46	\$6,678 51

Comparative General Balance Sheet — *Continued.*

JUNE 30, 1909.		LIABILITIES.	JUNE 30, 1910.		Increase or decrease.
Item.	Amount.		Item.	Amount.	
		Stock;			
		Common stock not held			
\$1,500,000.00		by company,	\$1,500,000.00		
		Preferred stock held by			
		company,			
		Receipts outstanding for			
	\$1,500,000.00	installments paid,		\$1,500,000.00	
		Premiums realized on capi-			
		tal stock—page 217,			
	\$1,500,000.00	Total,		\$1,500,000.00	
		Mortgage, Bonded, and			
\$1,500,000.00		Secured Debt:			
		Mortgage bonds not			
	\$1,500,000.00	held by company,	\$1,500,000.00		
		Receivers' certificates —		1,500,000.00	
		page 219,			
	\$1,500,000.00	Total,		\$1,500,000.00	
		Working Liabilities:			
\$250.00		Audited vouchers and wages			
		unpaid,	\$250.00		
4,207.14		Matured interest, dividends,			
		and rents unpaid,	4,027.14		Cr. \$180.00
	\$4,457.14	Total,		\$4,277.14	Cr. \$180.00
		Accrued Liabilities not Due:			
	\$250.00	Unmatured interest, divi-			
		dends, and rents payable,		\$68,060.00	
	\$250.00	Total,		\$68,060.00	\$67,810.00
		Profit and Loss:			
	\$551,107.81	Balance—page 220,		\$490,156.32	\$60,951.49
	\$3,555,814.95	Grand total,		\$3,562,493.46	\$6,678.51

Contracts, Agreements, etc.

1. Express companies; 2. Mails; 3. Sleeping, parlor, or dining car companies; 4. freight or transportation companies or lines; 5. Other railroad companies; 6. Steamboat or steamship companies; 7. Telegraph companies; 8. Telephone companies; 9. Other contracts:

Contracts and agreements are made with the operating company, Central Vermont Railway.

Employees and Salaries — Entire Line (Lessee's Account).

Class.	No. on June 30.	Total no. of days worked.	Total yearly compensation.	Av. daily compen- sation.
Officers,	2	730	\$4,260.00	\$5.84
General Office Clerks,	2	730	1,260.00	1.73
Station Agents,	32	11,680	22,152.00	1.90
Other Station Men,	354	109,444	190,923.00	1.74
Enginemen,	25	7,805	24,528.00	3.14
Firemen,	29	9,060	18,120.00	2.00
Conductors,	21	6,250	15,355.40	2.45
Other Trainmen,	40	12,480	25,980.42	2.08
Machinists,	16	5,008	13,152.00	2.63
Carpenters,	14	4,382	8,942.40	2.04
Other Shopmen,	46	12,998	22,994.40	1.77
Section Foremen,	27	8,838	16,793.80	1.90
Other Trackmen,	69	21,398	32,097.84	1.50
Switch Tenders, Crossing Tenders, and Watchmen,	12	3,653	6,757.80	1.85
Telegraph Operators and Dispatchers, . .	20	7,203	13,686.00	1.90
All other Employees and Laborers, . . .	16	4,871	6,576.00	1.35
Total, (Excluding "General Officers"),	725	226,530	\$423,579.06	\$1.87
Distribution of above:				
Maintenance of Way and Structures, . .	105	33,053	56,356.64	1.70
Maintenance of Equipment,	67	19,571	37,623.80	1.92
Transportation Expenses,	549	172,446	324,078.62	1.88
General Expenses,	4	1,460	5,520.00	3.08
Total ("Excluding General Officers," Entire Line,)	725	226,530	\$423,579.06	\$1.87

Traffic and Mileage Statistics—Entire Line.

(Lessee's Account.)

Item.	Column for No. passengers, tonnage, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
No. of passengers carried earning revenue, . .	555,370	.....	.....	.....
No. of passengers carried one mile,	8,835,952	.....	.....	.....
No. of pass'gers carried 1 mile per mile of road, .	71,546	.....	.....	.....
Average distance carried, miles,	15.91	.....	.....	.....
Total passenger revenue (p. 221), . . . . .	.....	194,331	55	.....
Average am't received from each passenger, .	.....	.....	34	9.91
Average receipts per passenger per mile, . .	.....	.....	02	1.99
Total pass'r service, train revenue, (p. 221), .	.....	246,185	72	.....
Pass'r service, train rev. per mile of road, . .	.....	1,993	40	.....
Pass'r service, train revenue per train mile, .	.....	.....	74	9.94
Freight Traffic:				
No. of tons carried of freight earning revenue, (p. 221)	1,802,560	.....	.....	.....
No. tons carried one mile,	77,776,812	.....	.....	.....
No. of tons carried one mile per mile of road, .	629,772	.....	.....	.....
Average distance haul of one ton, miles, . .	43.15	.....	.....	.....
Total freight revenue (p. 221), . . . . .	.....	816,893	78	.....
Average am't received for each ton of freight, .	.....	.....	45	3.19
Average receipts per ton per mile, . . . . .	.....	.....	01	0.50
Freight revenue per mile of road, . . . . .	.....	6,614	52	.....
Freight revenue per train mile, . . . . .	.....	1	96	8.58
Total Traffic:				
Operating revenues (p. 221), . . . . .	.....	1,083,759	11	.....
Operating revenues per mile of road, . . . . .	.....	8,775	38	.....
Operating revenues per train mile, . . . . .	.....	1	45	8.16
Operating expenses (p. 224), . . . . .	.....	891,297	32	.....
Operating expenses per mile of road, . . . . .	.....	7,216	98	.....
Operating expenses per train mile, . . . . .	.....	1	19	9.21
Net operating revenue (p. 221), . . . . .	.....	192,461	79	.....
Net operating revenue per mile of road, . .	.....	1,558	40	.....
Average number of passengers per car mile,				
Average number of passengers per train mile, .	11.	.....	.....	.....
Average no. of passenger cars per train mile, .	27.	.....	.....	.....
Average no. of tons of freight per loaded car mile,	3.39	.....	.....	.....
Average no. of tons of freight per train mile, .	11.73	.....	.....	.....
Average no. of tons of freight per train mile, .	187.43	.....	.....	.....
Average no. of freight cars per train mile, . .	20.48	.....	.....	.....
Average no. of loaded cars per train mile, . .	15.98	.....	.....	.....
Average no. of empty cars per train mile, . .	3.48	.....	.....	.....
Average mileage operated during year, . .	121.	.....	.....	.....

Traffic and Mileage Statistics — Entire Line. — *Concluded.*

(Lessee's Account.)

Classification.	Item.	Total.
Locomotive Mileage, Revenue Service:		
Freight locomotive, miles,	421,344	
Passenger locomotive, miles,	329,636	
Switching locomotive, miles,	141,744	
Total revenue locomotive mileage, . . .		892,724
Non-revenue service, locomotive miles, . . .		30,640
Car Mileage, Revenue Service:		
Freight car, miles:		
Loaded,	6,629,230	
Empty,	1,444,884	
Caboose,	425,207	
Total freight car miles,		8,499,321
Passenger car, miles:		
Passenger,	742,556	
Sleeping, parlor, and observation,	47,625	
Other passenger train cars,	322,205	
Total passenger car, miles,		1,112,386
Special car, miles:		
Passenger,	150	
Sleeping, parlor, and observation,	20	
Other passenger train cars,	99	
Total special car, miles,		269
Total revenue car, mileage,		9,611,976
Non-revenue service, car miles,		112,830
Train Mileage, Revenue Service:		
Freight train, miles,	414,965	
Passenger train, miles,	328,274	
Total revenue train mileage,		743,239
Non-revenue service, train miles,		28,626

Freight Traffic Movement.

(Lessee's Account).

Commodity.	Freight originating on this road.	Freight re- ceived from connecting roads and other carriers.	TOTAL FREIGHT TONNAGE.	
	Whole tons.	Whole tons.	Whole tons.	Percent.
Products of Agriculture:				
Grain,	693	24,451	25,144	1.89
Flour,	125	9,768	9,893	.55
Other Mill Products,	1,524	34,279	35,803	1.99
Hay,	122	10,817	10,939	.61
Total,	2,464	79,315	81,779	4.54
Products of Animals:				
Live Stock,	1,175	3,518	4,693	.26
Other Packing-House Products,	479	5,176	5,655	.31
Poultry, Game and Fish,	210	4,717	4,927	.27
Wool, . . . . .	.....	2,700	2,700	.15
Hides and Leather,	573	7,820	8,393	.47
Total,	2,437	23,931	26,368	1.46
Products of Mines:				
Anthracite Coal, . . . . .	.....	76,321	76,321	4.23
Bituminous Coal, . . . . .	.....	301,808	301,808	16.74
Coke, . . . . .	.....	922	922	.05
Ores, . . . . .	.....	794	794	.04
Stone, Sand, and other like articles,	56,421	33,340	89,761	4.98
Total,	56,421	413,185	469,606	26.04
Products of forests:				
Lumber,	12,015	28,751	40,766	2.26
Total,	12,015	28,751	40,766	2.26
Manufactures:				
Petroleum and other Oils, . . . . .	.....	7,981	7,981	.44
Sugar, . . . . .	.....	57,817	57,817	3.21
Iron, Pig and Bloom, . . . . .	.....	6,841	6,841	.38
Cement, Brick and Lime,	2,414	34,821	37,235	2.07
Wines, Liquors and Beers,	413	3,870	4,283	.24
Household Goods and Furniture,	598	8,914	4,512	.25
Other Manufactures,	79,662	226,018	305,680	16.96
Total,	83,087	341,262	424,349	23.55
Merchandise,	207,481	533,696	741,177	41.13
Miscellaneous:				
Other commodities not mentioned above,	8,496	10,019	18,515	1.03
Total Tonnage—Entire Line,	372,401	1,430,159	1,802,560	100.00

Description of Equipment—Entire Line.
(Lessee's Account.)

Item.	Number on June 30, 1909.	Number added during year.	Number retired during year.	Number on June 30, 1910.	No. fitted with train brake.	No. fitted with au tomatic coupler.
Locomotives—Owned or Leased :						
Freight,	12	3	0	15	15	15
Switching,	1	0	0	1	1	1
Total Locomotives in Service,	13	3	0	16	16	16
Less Locomotives Leased, .	5	3	0	8	8	8
Total Locomotives Owned,	8	0	0	8	8	8
Cars Owned or Leased :						
In Passenger Service :						
First-class Cars,	11	0	0	11	11	11
Combination Cars,	8	0	0	8	8	8
Baggage, Exp., and Postal Cars	2	0	0	2	2	2
Total,	21	0	0	21	21	21
Cars in Freight Service:						
Box Cars,	11	0	5	6	3	6
Coal Cars,	28	0	5	23	17	23
Total,	39	0	10	29	20	29
Cars in Company's Service :						
Derrick Cars,	1	0	0	1	0	1
Caboose Cars,	4	0	0	4	4	4
Other Road Cars,	28	2	3	27	7	27
Total,	33	2	3	32	11	32
Total Cars in Service, .	93	2	13	82	52	82
Total Cars Owned, . . .	93	2	13	82	52	82

EQUIPMENT OWNED OR LEASED NOT IN SERVICE OF THE RESPONDENT:
None.

Mileage — Entire Line.**A. Mileage of Road Operated (All Tracks). (Lessee's Account.)**

Line in use.	Line owned, main line.	RAILS.	
		Iron.	Steel.
Miles of single track,	121.00	.....	121.00
Miles of yard track and sidings,	37.80	3.00	34.80
Total mileage operated (all tracks),	158.80	3.00	155.80

B. Mileage of Line Operated by States and Territories (Single Track).

State or Territory.	Line owned, main line.	Total mileage operated.	Steel Rails.
Vermont,	10.00	10.00	10.00
Massachusetts,	54.90	54.90	54.90
Connecticut,	56.10	56.10	56.10
Total mileage operated (single track),	121.00	121.00	121.00

C. Mileage of Line Owned by States and Territories (Single Track).

State or Territory.	Line owned, main line.	Total mileage owned.	Steel Rails.
Vermont,	10.00	10.00	10.00
Massachusetts,	54.90	54.90	54.90
Connecticut,	56.10	56.10	56.10
Total mileage owned (single track),	121.00	121.00	121.00

Renewals of Rails and Ties (Lessee's Account).**NEW RAILS LAID DURING YEAR.**

None.

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average Price at distributing Point cents.
Chestnut,	88,120	46
Total,	88,120	46

Consumption of Fuel by Locomotives.

Locomotives.	Bituminous coal — tons.	Soft Wood — cords.	Total Fuel consumed — tons.	Miles run.	Average pounds consumed per mile.
Revenue Service:					
Freight, . . .	24,753.00	87.00	24,797.00	421,344	117.70
Passenger, . . .	19,366.00	68.00	19,400.00	329,636	117.71
Switching, . . .	8,327.00	29.00	8,341.00	141,744	117.69
Nonrevenue Service,	1,801.00	6.00	1,804.00	30,640	117.76
Total,	54,247.00	190.00	54,342.00	923,364	117.70
Average cost at distributing point, .	\$2.691	\$1.683	\$2.69		

Accidents to Persons.

- a. Accidents resulting from the movement of trains, locomotives, or cars.
(Lessee's Account.)

EMPLOYEES.

Kind of Accident.	TRAINMEN.		SWITCH TENDERS CROSSING TENDERS, AND WATCHMEN.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling or Uncoupling, . . .		5				5
Deraillments,		4				4
Falling from Trains, Locomotives, or Cars,	1	5			1	5
Jumping on or off Trains, Locomotives, or Cars,		6				6
Struck by Trains, Locomotives, or Cars,				1		1
Total,	1	20		1	1	21

Accidents to Persons.—Continued.**OTHER PERSONS.**

Kind of Accident.	PASSENGERS.		NOT TRESPASSING.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions,		16				16
Derailments,		2				2
Falling from Trains, Locomotives, or Cars,		1				1
Other Causes,			5	2	5	2
Total,		19	5	2	5	21

b. Accidents arising from causes other than those resulting from the movement of trains, locomotives, or cars.

EMPLOYEES.

Kind of Accident.	STATION MEN.	TRACK- MEN.	OTHER EMPLOY- EES.	TOTAL.
	Injured.	Injured.	Injured.	Injured.
Handling Traffic,	7		2	9
Handling Supplies, etc.,		5	4	9
Total,	7	5	6	18

SUMMARY.

Classification — Tables A and B.	Killed.	Injured.
Table A : Railway Employees,	1	21
Passengers,		19
Other Persons,	5	2
Table B : Railway Employees,		18
Total,	6	60

Characteristics of Road.

(Lessee's Account.)

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	AGGREGATE LENGTH.	MINIMUM LENGTH.	MAXIMUM LENGTH.
		Feet.	Feet.	Feet.
Bridges: Iron,	38	2,643	8	208
Wooden,	20	313	10	26
Total,	58	2,956	....	....
Trestles,	18	2,771	17	464

OVERHEAD HIGHWAY CROSSINGS.

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Inches.
Overhead Highway Crossings:			
Bridges,	4	14	10½
Total,	4	..	..
Overhead Railway Crossings:			
Bridges,	4	18	1
Total, . . . . .		..	..
Tunnels,	1	16	..

GAGE OF TRACK — 4 feet 8½ inches; 121 miles.

Telegraph.

A. Owned by company making this report: None.

B. Owned by another company, but located on property of road making this report:

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
121	462	Western Union Tel. Co.	Western Union Tel. Co.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW LONDON. }ss.

We, the undersigned, C. H. Osgood, President, and John C. Averill, Treasurer, of The New London Northern Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth; and we further say that no deductions were made before stating the operating revenues herein set forth, except those shown in the foregoing accounts. and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made, to the best of our knowledge, information, and belief.

C. H. OSGOOD,

President.

JOHN C. AVERILL,

Treasurer.

Subscribed and sworn to before me this 17th day of October, 1910.

JUSTUS A. SOUTHARD,

Notary Public.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY.

1. Exact name of common carrier making this report: The New York, New Haven and Hartford Railroad Company.
2. Date of organization: See History.
3. Under laws of what government, state, or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof: See History.
4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same: See History.
5. Date and authority for each consolidation: See History.
6. If a reorganized company, give name of original corporation and refer to laws under which it was organized: See History.

History.

The name of the common carrier making this report is The New York, New Haven and Hartford Railroad Company.

On May 31, 1907, The Consolidated Railway Company, organized August 31, 1901, and The New York, New Haven and Hartford Railroad Company, organized August 6, 1872, merged under the name of The New York, New Haven and Hartford Railroad Company.

The charter and amendments thereto of the merging company first above named are to be found in Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, pp. 145, 706; Vol. XV, p. 489.

This company was chartered as The Thompson Tramway Company, and the corporate name was changed by the Superior Court for New Haven County, January 24, 1902, to The Worcester and Connecticut Eastern Railroad Company, and was again changed by the Superior Court for New Haven County on May 18, 1904, to The Consolidated Railway Company.

The charter and amendments thereto of the merged company second above named are found in Conn. Public Acts, 1871, Chaps. 129, 152; do. 1889, Chap. 166; 1899, Chaps. 198, 226, Sec. 18; Special Laws of Conn., Vol. VII, pp. 465, 688; Vol. VIII, p. 411; Vol. X, p. 1298; Vol. XI, p. 32; Vol. XII, pp. 348, 642; Vol. XIII, p. 41; Vol. XIV, pp. 15, 869; Vol. XV, p. 40; Mass. Acts and Resolves, 1872, Chap. 171; 1898, Chap. 399; 1901, Chap. 231; 1905, Chap. 252; 1906, Chaps. 160, 220, 237; 1907, Chap. 441. R. I. Acts and Resolves, Jan., 1892, p. 389; 1893, pp. 377, 379, 380; 1895, p. 165; 1897, p. 93; 1899, pp. 30, 35; 1900, pp. 79, 98; 1904, p. 103; 1905, p. 209; 1907, pp. 140, 184.

The constituent companies of The New York, New Haven and Hartford Railroad Company are:

The New York and New Haven Railroad Company: Special Laws of Conn., Vol. IV, pp. 1020, 1025, 1029, 1031; Vol. VI, pp. 88, 137, 226, 319, 716;

Conn. Public Acts, 1871, Chaps. 129, 152. Laws of New York, 1846, Chap. 195; 1848, Chap. 143. Mass. Acts and Resolves, 1872, Chap. 171.

The Hartford and New Haven Railroad Company, which had itself been consolidated with The Hartford and Springfield Railroad Corporation in 1847; with The Branch Company in 1850; with The Middletown Railroad Company in 1850; with Middletown Extension Railroad Company in 1861; with New Britain and Middletown Railroad Company in 1868; and with Windsor Locks and Suffield Railroad Company in 1871: Special Laws of Conn., Vol. I, pp. 1002, 1005, 1006; Vol. IV, pp. 874, 899, 900, 901, 903, 916, 917, 918, 919, 934, 938, 954, 967; Vol. V, pp. 32, 36, 570; Vol. VI, pp. 323, 578, 594, 791; Vol. VII, p. 688; Conn. Public Acts, 1871, Chap. 129; Mass. Acts and Resolves, 1839, Chap. 101; 1844, Chap. 28; 1845, Chap. 42; 1847, Chap. 244; 1852, Chap. 87; 1868, Chap. 355; 1872, Chaps. 127, 171.

The Stamford and New Canaan Railroad Company, successor of New Canaan Railroad Company: Special Laws of Conn., Vol. VI, pp. 10, 22; Vol. VIII, p. 196; Vol. IX, p. 682.

The Hartford and Connecticut Valley Railroad Company, successor of Connecticut Valley Railroad Company: Special Laws of Conn., Vol. VI, pp. 398, 548; Vol. VIII, pp. 348, 420; Vol. IX, pp. 203, 679. Mass. Acts and Resolves, 1876, Chap. 43; 1881, Chap. 116; 1882, Chap. 118.

New York, Providence and Boston Railroad Company: Special Laws of Conn., Vol. I, pp. 1019, 1023; Vol. IV, pp. 975, 978, 979, 1032, 1033; Vol. V, pp. 47, 205, 227, 243, 592; Vol. VI, p. 374; Vol. VII, p. 938; Vol. VIII, p. 4; Vol. IX, pp. 28, 503. Mass. Acts and Resolves, 1889, Chap. 345. R. I. Acts and Resolves, June, 1832, p. 67; June, 1833, p. 10; June, 1836, p. 3; Jan., 1840, p. 83; Jan., 1841, p. 8; Oct., 1842, p. 68; Oct., 1846, p. 86; May, 1847, p. 57; Oct., 1847, p. 48; Jan., 1848, p. 32; June, 1851, p. 44; May, 1858, p. 51; Jan., 1862, p. 239; May, 1864, p. 32; Jan., 1865, p. 261; May, 1868, p. 27; Jan., 1872, p. 184; May, 1872, p. 69; Jan., 1873, p. 206; Jan., 1875, p. 261; May, 1875, p. 42; Jan., 1876, p. 191; May, 1879, pp. 38, 39; Jan., 1880, pp. 141, 142; Jan., 1881, pp. 174, 178; Jan., 1885, p. 197; Jan., 1888, p. 245; May, 1888, p. 91; Jan., 1891, pp. 240, 244, 322; May, 1891, pp. 39, 41; Jan., 1892, p. 389.

The Company for Erecting and Supporting a Toll Bridge from New Haven to East Haven: Special Laws of Conn., Vol. I, pp. 241, 242, 243; Vol. III, p. 283; Vol. VI, p. 182; Vol. XII, p. 632.

The Union Wharf Company in New Haven and The Contractors to Re-build and Support Union Wharf and Pier in New Haven: General Assembly, Colony of Conn., May, 1760; do. May, 1772; do. State of Conn., 1790. Special Laws of Conn., Vol. I, pp. 497, 498, 502, 523, 525; Vol. VI, p. 9; Vol. XII, p. 632.

Shore Line Railway Company, successor in 1864 to The New Haven, New London and Stonington Railroad Company, which was formed by a merger in 1856 of New Haven and New London Railroad Company with New London and Stonington Railroad Company: Special Laws of Conn., Vol. IV, pp. 967, 973, 974, 975, 979; Vol. V, pp. 47, 243, 590, 766; Vol. VI, pp. 327, 394, 906; Vol. VIII, p. 364; U. S. Statutes at Large, Vol. IX, p. 165.

The Housatonic Railroad Company: Special Laws of Conn., Vol. I,

p. 1025; Vol. IV, pp. 921, 922, 924, 925, 926, 927, 928; Vol. V, pp. 578, 609; Vol. IX, p. 617; Conn. Private Acts, 1870, p. 115. Mass. Acts and Resolves, 1847, Chap. 272; 1885, Chap. 338; 1886, Chap. 335; 1892, Chap. 227.

Shepaug, Litchfield and Northern Railroad Company, successor of Shepaug Valley Railroad Company and Shepaug Railroad Company: Special Laws of Conn., Vol. VI, pp. 96, 395, 790, 849; Vol. VII, pp. 3, 463; Vol. IX, p. 800; Vol. X, pp. 478, 847, 1342.

New Haven and Derby Railroad Company: Special Laws of Conn., Vol. V, p. 653; Vol. VI, p. 171, 826; Vol. VII, pp. 114, 343; Vol. VIII, p. 55; Vol. X, p. 23.

Danbury and Norwalk Railroad Company: Special Laws of Conn., Vol. I, p. 998; Vol. IV, pp. 885, 887; Vol. VI, pp. 48, 373, 655; Vol. VIII, p. 418; Vol. IX, pp. 329, 949.

Colchester Railway Company: Special Laws of Conn., Vol. VIII, p. 34.

The Rockville Railroad Company: Special Laws of Conn., Vol. V, pp. 139, 557; Vol. VIII, p. 418; Vol. X, p. 1107.

Rhode Island and Massachusetts Railroad Company, R. I. Div., incorporated under name of Rhode Island Mining Railroad Company: R. I. Acts and Resolves, Jan., 1865, p. 238; May, 1871, p. 54; Jan., 1872, p. 209; Jan., 1875, p. 254; May, 1875, p. 44; Jan. 1880, p. 143; Jan., 1882, p. 225; Jan., 1887, p. 242; Jan., 1888, p. 292A; Jan., 1890, p. 278; Jan., 1891, p. 322. Mass. Acts and Resolves, 1873, Chap. 214; 1890, Chap. 340.

The Naugatuck Railroad Company: Special Laws of Conn., Vol. IV, pp. 944, 949, 950, 951, 952; Vol. V, pp. 75, 753; Vol. VI, pp. 8, 9, 23, 293, 709.

The Watertown and Waterbury Railroad Company: Special Laws of Conn., Vol. VI, p. 647; Vol. XI, p. 31; sold under foreclosure of mortgage by Treasurer State of Conn. to Naugatuck Railroad Company in 1893.

Providence and Springfield Railroad Company, successor in 1872 to Woonasquatucket Railroad Company: R. I. Acts and Resolves, Jan., 1857, p. 62; May, 1865, p. 133; Jan., 1872, pp. 142, 215; May, 1874, p. 32; Jan., 1890, p. 264; Jan., 1891, pp. 241, 242; May, 1891, p. 43. Special Laws of Conn., Vol. X, p. 560. Mass. Acts and Resolves, 1891, Chap. 387.

Woonsocket and Pascoag Railroad Company: R. I. Acts and Resolves, May, 1887, p. 16; 1891, p. 245.

The Middletown, Meriden and Waterbury Railroad Company, formerly The Meriden and Cromwell Railroad Company and The Meriden and Waterbury Railroad Company, consolidated, 1887, under name of The Meriden, Waterbury and Connecticut River Railroad Company; sold under foreclosure of mortgage and came into possession of Middletown, Meriden and Waterbury Railroad Company in 1898; original companies organized under general laws of State of Conn.: M. and C., July 10, 1882; M. and W., May 24, 1887; M., M. and W., November 3, 1898. Amendments, Special Laws of Conn., Vol. IX, p. 767; Vol. X, pp. 481, 745, 814.

Boston and New York Air Line Railroad Company, successor of New Haven, Middletown and Willimantic Railroad Company: Special Laws of Conn., Vol. VI, pp. 286, 329, 652; Vol. VII, pp. 2, 31, 273, 543, 767, 885; Vol. XII, p. 515.

The Providence Terminal Company, incorporated as New York, Providence and Boston and Old Colony Railroad Terminal Company: R. I. Acts and Resolves, May, 1891, p. 39; Jan., 1904, p. 103.

The Manufacturers Railroad Company, successor to The Manufacturers Street Railway Company of New Haven: Special Laws of Conn., Vol. XI, p. 861; Vol. XII, pp. 295, 1017; Vol. XIII, p. 817; Vol. XIV, p. 123.

Pawtuxet Valley Railroad Company: R. I. Acts and Resolves, May, 1868, p. 42; Jan., 1869, p. 207; May, 1872, p. 69; Jan., 1873, p. 203; May, 1875, p. 40; May, 1879, p. 23; Jan., 1880, p. 141; Jan., 1900, p. 98.

The New England Railroad Company, successor in 1895 to the New York and New England Railroad Company: Special Laws of Conn., Vol. XII, p. 8. Mass. Acts and Resolves, 1895, Chap. 484; 1908, Chap. 554. R. I. Acts and Resolves, May, 1895, p. 12. (The New England Railroad Company is lessee for one hundred years from February 1, 1869, of the property of the Norwich and Worcester Railroad Company: for five years from April 1, 1902, of the property of the Milford and Woonsocket Railroad Company; for five years from April 1, 1902, of the property of the Milford, Franklin and Providence Railroad Company; also operates Rhode Island and Massachusetts Railroad, in Massachusetts, pending lease.)

The People's Tramway Company: Special Laws of Conn., Vol. XI, p. 1045; Vol. XII, p. 1037; Vol. XIII, p. 387.

The Putnam and Thompson Street Railway Company: Special Laws of Conn., Vol. XI, p. 746; Vol. XII, pp. 395, 1026.

The Danielson and Norwich Street Railway Company: Special Laws of Conn., Vol. XIII, p. 800.

The Winchester Avenue Railroad Company: Special Laws of Conn., Vol. X, p. 1224; Vol. XI, p. 995; Vol. XII, pp. 391, 1041; Vol. XIII, p. 902; Vol. XIV, p. 390.

New Haven and West Haven Horse Railroad Company: Special Laws of Conn., Vol. V, p. 741; Vol. VI, pp. 64, 140, 619, 793; Vol. VII, pp. 787, 788; Vol. VIII, pp. 105, 215; Vol. IX, p. 167; Vol. X, pp. 1129, 1322; Vol. XI, p. 994.

The Fair Haven and Westville Railroad Company: Special Laws of Conn., Vol. V, pp. 370, 498, 502, 620, 627, 655; Vol. VI, pp. 51, 404, 949; Vol. VII, pp. 382, 899; Vol. X, pp. 326, 356, 959, 1203; Vol. XI, pp. 863, 1040, 1066, 1160; Vol. XII, p. 472, 1019; Vol. XIII, pp. 369, 1024; Vol. XIV, p. 389.

The New Haven Street Railway Company, including State Street Horse Railroad Company, New Haven and Morris Cove Railroad Company, Edgewood Street Railroad Company, Lake Saltonstall Railroad Company, New Haven and East Haven River Railway Company: Special Laws of Conn., Vol. VI, pp. 344, 346, 792; Vol. VII, pp. 63, 145, 314, 675, 787, 813, 873; Vol. VIII, p. 374; Vol. IX, p. 167; Vol. X, p. 1040; Vol. XI, pp. 843, 846, 863, 1042, 1065, 1066, 1070; Vol. XII, pp. 473, 919, 1015; Vol. XIII, p. 369.

The New Haven and Centerville Street Railway Company: Special Laws of Conn., Vol. V, p. 701; Vol. VI, pp. 98, 404, 611, 954; Vol. VII, pp. 619, 742, 776, 787, 890; Vol. IX, pp. 167, 802; Vol. XI, p. 1027; Vol. XII, p. 478; Vol. XIII, p. 369.

Meriden Electric Railroad Company: Special Laws of Conn., Vol. X,

pp. 332, 744, 839, 1293; Vol. XI, p. 894; Vol. XII, p. 73; Vol. XIII, pp. 529, 1185; Vol. XIV, p. 471.

The Wallingford Tramway Company: Special Laws of Conn., Vol. XIV, p. 239.

New London Street Railway Company: Special Laws of Conn., Vol. VII, p. 565; Vol. X, p. 318; Vol. XI, p. 976; Vol. XII, p. 739; Vol. XIII, p. 202; Vol. XIV, p. 478.

The Norwich Street Railway Company: Special Laws of Conn., Vol. V, pp. 575, 762; Vol. VI, pp. 304, 575, 828; Vol. IX, pp. 614, 887; Vol. X, p. 1067; Vol. XI, p. 852; Vol. XII, pp. 313, 1193; Vol. XIII, p. 273; Vol. XIV, p. 87. Conn. Private Acts, 1870, p. 196; 1875, pp. 4, 72.

Montville Street Railway Company: Special Laws of Conn., Vol. X, p. 1135; Vol. XI, p. 840; Vol. XII, p. 620; Vol. XIII, p. 50.

The Middletown Street Railway Company, including Portland Street Railway Company: Special Laws of Conn., Vol. VII, p. 26; Vol. X, pp. 178, 345, 724; Vol. XI, pp. 858, 865; Vol. XII, pp. 349, 398, 631; Vol. XIII, pp. 340, 998; Vol. XIV, p. 411.

Hartford Street Railway Company, including part of The Newington Tramway Company: Special Laws of Conn., Vol. V, pp. 306, 492, 506, 619, 743; Vol. VI, pp. 179, 838; Vol. VII, p. 265; Vol. X, pp. 69, 431, Vol. XI, pp. 1035, 1082; Vol. XII, pp. 208, 682, 686; Vol. XIII, p. 335; Vol. XIV, pp. 277, 820.

The East Hartford and Glastonbury Street Railway Company: Special Laws of Conn., Vol. VI, pp. 85, 180, 344, 734; Vol. X, p. 271; Vol. XI, p. 675; Vol. XIII, p. 48; Vol. XIV, pp. 228, 820.

The Greenwich Tramway Company: Special Laws of Conn., Vol. XI, p. 888; Vol. XII, pp. 420, 1023; Vol. XIII, pp. 229, 230, 632; Vol. XIV, pp. 122, 257, 883.

The Branford Lighting and Water Company: Special Laws of Conn., Vol. XII, pp. 104, 846, 1012; Vol. XIII, pp. 334, 791; Vol. XIV, pp. 204, 652.

Stamford Street Railroad Company: Special Laws of Conn., Vol. X, pp. 236, 637, 1199; Vol. XI, p. 1100; Vol. XII, pp. 315, 495, 1193; Vol. XIII, pp. 323, 655; Vol. XIV, pp. 310, 1061.

The Suffield Street Railway Company: Special Laws of Conn., Vol. XIII, p. 1093; Vol. XIV, pp. 183, 555.

Willimantic Traction Company: Special Laws of Conn., Vol. XIII, p. 1099; Vol. XIV, p. 683.

The Hartford and Middletown Street Railway Company: Special Laws of Conn., Vol. XIV, p. 997.

The Hartford, Manchester and Rockville Tramway Company: Special Laws of Conn., Vol. XI, pp. 752, 968; Vol. XII, pp. 346, 876; Vol. XIV, pp. 87, 670.

The Waterbury and Pomperaug Valley Street Railway Company, formerly The Woodbury and Seymour Street Railway Company, includes The Woodbury and Waterbury Street Railway Company: Special Laws of Conn., Vol. XIV, pp. 187, 315.

The Torrington and Winchester Street Railway Company: Special Laws of Conn., Vol. XII, p. 676; Vol. XIII, p. 640; Vol. XIV, pp. 33, 37.

The Meriden, Southington and Compounce Tramway Company: Special

Laws of Conn., Vol. XII, p. 863; Vol. XIII, pp. 386, 1217; Vol. XIV, pp. 471, 1088.

The Village Water Company of Suffield: Special Laws of Conn., Vol. XII, p. 252; Vol. XIII, p. 854; Vol. XIV, p. 183.

The Stafford Springs Street Railway Company: Special Laws of Conn., Vol. XIII, p. 916; Vol. XIV, pp. 275, 890.

The dates and authorities for the consolidations are as given above and as follows:

The New York, New Haven and Hartford Railroad Company with and in The Consolidated Railway Company, under the name of The New York, New Haven and Hartford Railroad Company, May 31, 1907: Special Laws of Conn., Vol. XIII, p. 747; Vol. XV, p. 40.

The Hartford and New Haven Railroad Company with and in The New York and New Haven Railroad Company under the name of The New York, New Haven and Hartford Railroad Company, August 6, 1872: Conn. Public Acts, 1871, Chap. 129. Mass. Acts and Resolves, 1872, Chap. 171.

The New York, New Haven and Hartford Railroad Company with:

The Stamford and New Canaan Railroad Company, October 1, 1890: Special Laws of Conn., Vol. X, p. 1298.

The Hartford and Connecticut Valley Railroad Company, December 21, 1892: Special Laws of Conn., Vol. X, p. 1298.

New York, Providence and Boston Railroad Company, February 13, 1893: Special Laws of Conn., Vol. X, p. 1298. R. I. Acts and Resolves, January, 1892, p. 389; do. January, 1893, p. 377.

The Company for Erecting and Supporting a Toll Bridge from New Haven to East Haven, October 18, 1895: Special Laws of Conn., Vol. XII, p. 632.

The Union Wharf Company in New Haven and The Contractors to Rebuild and Support Union Wharf and Pier in New Haven, October 18, 1895: Special Laws of Conn., Vol. XII, p. 632.

Shore Line Railway Company, March 18, 1897: Special Laws of Conn., Vol. X, p. 1298.

The Housatonic Railroad Company, March 28, 1898: Special Laws of Conn., Vol. X, p. 1298.

Shepaug, Litchfield and Northern Railroad Company, July 9, 1898: Special Laws of Conn., Vol. X, p. 1298.

New Haven and Derby Railroad Company, November 3, 1905: Special Laws of Conn., Vol. XIV, p. 869; Vol. XV, p. 40.

Danbury and Norwalk Railroad Company, October 26, 1905: Special Laws of Conn., Vol. XIV, p. 669; Vol. XV, p. 40.

Colchester Railway Company, December 16, 1905: Special Laws of Conn., Vol. XIV, p. 869; Vol. XV, p. 40.

The Rockville Railroad Company, November 6, 1905: Special Laws of Conn., Vol. XIV, p. 869; Vol. XV, p. 40.

Rhode Island and Massachusetts Railroad Company (R. I. Div.), November 3, 1905: Special Laws of Conn., Vol. XIV, p. 869.

The Naugatuck Railroad Company, January, 31, 1906: Special Laws of Conn., Vol. XIV, p. 869; Vol. XV, p. 40.

Providence and Springfield Railroad Company, October 30, 1905: Special Laws of Conn., Vol. XIV, p. 869.

Woonsocket and Pascoag Railroad Company, November 3, 1905: Special Laws of Conn., Vol. XIV, p. 869.

The Middletown, Meriden and Waterbury Railroad Company, November 3, 1905: Special Laws of Conn., Vol. XIV, p. 869; Vol. XV, p. 40.

The Providence Terminal Company, December 29, 1906: Special Laws of Conn., Vol. XIV, p. 869.

Boston and New York Air Line Railroad Company, January 30, 1907: Special Laws of Conn., Vol. XIV, p. 669; Vol. XV, p. 40.

The Manufacturers Railroad Company, April 30, 1907: Special Laws of Conn., Vol. XIV, p. 869.

Pawtuxet Valley Railroad Company, February 5, 1907: R. I. Acts and Resolves, January, 1907, p. 184.

The Consolidated Railway Company with:

The People's Tramway Company, September 29, 1902: Special Laws of Conn., Vol. XIII, p. 747.

The Danielson and Norwich Street Railway Company, September 29, 1902: Special Laws of Conn., Vol. XIII, p. 747.

The Wallingford Tramway Company, May 14, 1904: Special Laws of Conn., Vol. XIII, p. 747.

The Winchester Avenue Railroad Company, May 20, 1904: Special Laws of Conn., Vol. XIII, p. 747.

The Fair Haven and Westville Railroad Company, May 23, 1904: Special Laws of Conn., Vol. XIII, p. 747.

Meriden Electric Railroad Company, June 29, 1904: Special Laws of Conn., Vol. XIII, p. 747.

The Norwich Street Railway Company, September 29, 1904: Special Laws of Conn., Vol. XIII, p. 747.

Montville Street Railway Company, September 29, 1904: Special Laws of Conn., Vol. XIII, p. 747.

New London Street Railway Company, October 22, 1904: Special Laws of Conn., Vol. XIII, p. 747.

The Middletown Street Railway Company, November 28, 1904: Special Laws of Conn., Vol. XIII, p. 747.

Hartford Street Railway Company, September 19, 1905: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, p. 706.

The East Hartford and Glastonbury Street Railway Company, September 19, 1905: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, p. 706.

The Greenwich Tramway Company, September 19, 1905: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, p. 706.

The Branford Lighting and Water Company, September 19, 1905: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, p. 706.

Stamford Street Railroad Company, September 19, 1905: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, p. 706.

The Suffield Street Railway Company, September 19, 1905: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, p. 706.

Willimantic Traction Company, December 6, 1905: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, p. 706.

The Hartford and Middletown Street Railway Company, March 13, 1906: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, p. 706.

The Hartford, Manchester and Rockville Tramway Company, March 26, 1906: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, p. 706.

The Waterbury and Pomperaug Valley Street Railway Company, April, 28, 1907: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, p. 706.

The New York, New Haven and Hartford Railroad Company with The Torrington and Winchester Street Railway Company, June 28, 1907: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, pp. 706, 869.

The Meriden, Southington and Compounce Tramway Company, June 28, 1907: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, pp. 706, 869.

The Village Water Company of Suffield, January 31, 1908: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, pp. 706, 869; Vol. XV, p. 40.

The New England Railroad Company, April 1, 1908: Mass. Acts and Resolves, 1905, Chap. 252. Special Laws of Conn., Vol. XIV, p. 869; XV, p. 40.

The Stafford Springs Street Railway Company, June 30, 1908: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, pp. 706, 869; Vol. XV, p. 40.

The New York, New Haven and Hartford Railroad Company also controls, by leases, the railroads and railways of the following corporations:

Harlem River and Port Chester Railroad Company, ninety-nine years from October 1, 1873.

The New Haven and Northampton Company (lessee in perpetuity of the Holyoke and Westfield Railroad Company), ninety-nine years from April 1, 1887.

Providence and Worcester Railroad Company, ninety-nine years from July 1, 1892.

Old Colony Railroad Company (lessee for ninety-nine years from April 1, 1888, of property of Boston and Providence Railroad Corporation, for ninety-five years nine months from July 1, 1891, of property of the Providence, Warren and Bristol Railroad Company, and for ninety-nine years from December 1, 1892, of property of the Plymouth and Middleborough Railroad Company), ninety-nine years from March 1, 1893.

Berkshire Railroad Company, ninety-nine years from April 1, 1893.

The New England Railroad Company (lessee for one hundred years from February 1, 1869, of the property of the Norwich and Worcester Railroad Company; for five years from April 1, 1902, of the property of the Milford and Woonsocket Railroad Company; for five years from April 1, 1902, of the property of the Milford, Franklin and Providence Railroad Company; also operates Rhode Island and Massachusetts Railroad, in Massachusetts, pending lease), ninety-nine years from July 1, 1898.

The New York, New Haven and Hartford Railroad Company operated The Chatham Railroad Company under a contract dated June 16, 1905, continuing until June 30, 1910, and thereafter until terminated by notice.

Directors.

Name.	Post-office address.	Date of expiration of term.	
WILLIAM ROCKEFELLER,	New York City,	4th Wednesday in October.	
J. PIERPONT MORGAN,	New York City,	"	"
GEO. MACCULLOCH MILLER,	New York City,	"	"
NATHANIEL THAYER,	Boston, Mass.,	"	"
CHARLES F. BROOKER,	Ansonia, Conn.,	"	"
GEORGE J. BRUSH,	New Haven, Conn.,	"	"
I. DE VER WARNER,	Bridgeport, Conn.,	"	"
EDWIN MILNER,	Moosup, Conn.,	"	"
WILLIAM SKINNER,	Holyoke, Mass.,	"	"
D. NEWTON BARNEY,	Farmington, Conn.,	"	"
CHARLES S. MELLEN,	New Haven, Conn.,	"	"
ROBERT W. TAFT,	Providence, R. I.,	"	"
*JOHN H. WHITTEMORE,	Naugatuck, Conn.,	"	"
JAMES S. ELTON,	Waterbury, Conn.,	"	"
JAMES S. HEMINGWAY,	New Haven, Conn.,	"	"
JAMES MCCREA,	Philadelphia, Pa.,	"	"
A. HEATON ROBERTSON,	New Haven, Conn.,	"	"
FREDERICK F. BREWSTER,	New Haven, Conn.,	"	"
HENRY K. MCHARG,	Stamford, Conn.	"	"
LEWIS CASS LEDYARD,	New York City,	"	"
CHARLES M. PRATT,	New York City,	"	"
AMORY A. LAWRENCE,	Boston, Mass.,	"	"
ALEXANDER COCHRANE,	Boston, Mass.,	"	"
JOHN L. BILLARD,	Meriden, Conn.,	"	"
GEORGE F. BAKER,	New York City,	"	"

Principal Officers.

Title.	Name.	Official Address.
Chairman of the Board,	C. S. MELLEN,	New Haven, Conn.
President,	C. S. MELLEN,	New Haven, Conn.
Vice-President,	T. E. BYRNES,	Boston, Mass.
Vice-President,	H. M. KOCHERSPERGER,	New Haven, Conn.
Vice-President,	E. H. MCHENRY,	New Haven, Conn.
Vice-President,	E. G. BUCKLAND,	New Haven, Conn.
Vice-President,	B. CAMPBELL,	New Haven, Conn.
Secretary,	J. G. PARKER,	New Haven, Conn.
Treasurer,	A. S. MAY,	New Haven, Conn.
General Counsel,	E. D. ROBBINS,	New Haven, Conn.
General Auditor,	J. M. TOMLINSON,	New Haven, Conn.
General Manager,	S. HIGGINS,	New Haven, Conn.
Chief Engineer,	EDWARD GAGEL,	New Haven, Conn.
General Superintendent,	B. R. POLLOCK,	New Haven, Conn.
Freight Traffic Manager,	R. T. HASKINS,	New York, N. Y.
General Freight Agent,	L. H. KENTFIELD,	New Haven, Conn.
General Passenger Agent,	A. B. SMITH,	New Haven, Conn.
Commissioner,	A. A. MAXWELL,	New Haven, Conn.

Officer to whom correspondence concerning this report should be addressed: J. M. Tomlinson, General Auditor, New Haven, Conn.

*Deceased

Transportation Corporations Controlled by Respondent.

Name.	CONTROL				
	Sole or Joint.	How established.	Extent.	Direct or indirect	If indirect, name of intermediary through which control is established.
ACTIVE CORPORATIONS:					
The Harlem River & Port Chester R. R. Co.,	Sole	Capital Stock	100%	Direct	.....
New Haven & Northampton Co., . . . . .	"	"	"	"	.....
The New England Navigation Co., . . . . .	"	"	"	"	.....
The Connecticut Co., . . . . .	"	"	"	"	.....
New York, Westchester & Boston Ry. Co.,	"	"	99%	"	.....
Bennington & North Adams St. Ry. Co.,	"	"	100%	"	.....
*The Westchester Street Ry. Co. New York & Stamford Ry. Co. Rhode Island & Mass. R. R. Co. (in Mass.), . . . . .	"	"	"	"	.....
Milford, Franklin & Providence R. R. Co., . . . . .	"	"	"	"	.....
Milford & Woonsocket R. R. Co., . . . . .	"	"	"	"	.....
The Rhode Island Co., . . . . .	"	"	"	"	.....
Berkshire R. R. Co.,	"	"	79%	"	.....
Central New England Ry. Co.,	"	"	93	"	.....
Wood River Branch R. R. Co.,	"	"	56	"	.....
New York, Ontario & Western Ry. Co.,	"	"	50%	"	.....
Berkshire Street Ry. Co.,	"	"	99	"	.....
The Hartford & New York Transportation Co.,	"	"	100%	Indirect	The New England Navigation Co.
Mt. Vernon & Eastern R. R. Co.,	"	"	100	"	Millbrook Co.
Westchester Northern R. R. Co.,	"	"	100	"	City & County Contract Co.
Maine Steamship Co.,	"	"	100	"	The Hartford & New York Transportation Co.

* Securities not yet issued.

INACTIVE CORPORATIONS:

None.

Facts Pertaining to Control of Respondent.

1. Date of last meeting of stockholders for election of directors: October 27, 1909.
2. Date of last closing of stock books before end of year for which this report is made: Oct. 14, 1909, to Oct. 27, 1909, both dates inclusive.
3. Total number of stockholders of record at that date: 16,258.
4. Has each share of stock one vote? Yes.
5. Has any issue of securities contingent voting rights? No.
6. Has any issue of securities special privileges in the election of directors? No.
7. Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1910? No.
8. Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1910? No.

Road Operated — Entire Line.

Name.	From—	To—	Miles of road.	Miles of each class.
1a. N. Y., N. H. & H. R. R.,	Woodlawn Jc., N. Y., Cedar Hill Jc., New Haven, Conn., }	Providence, R. I. Springfield, Mass.	173.45 60.27—	233.72
1b. New Canaan Branch,	Stamford, Conn.,	New Canaan, Conn.	7.92	
Berkshire Branch,	Botsford, Conn.,	Mass. State Line.	59.63	
Bridgeport Branch,	Botsford, Conn.,	Bridgeport, Conn.	14.66	
Brookfield Branch,	Brookfield Jc., Conn.,	Danbury, Conn.	3.98	
Litchfield Branch,	Hawleyville, Conn.,	Litchfield, Conn.	32.28	
New Britain Branch,	Berlin, Conn.,	New Britain, Conn.	2.50	
Middletown Branch,	Berlin, Conn.,	Middletown, Conn.	9.70	
Valley Branch,	Hartford, Conn.,	Fenwick, Conn.	46.20	
Suffield Branch,	Windsor Lks, Conn.,	Suffield, Conn.	4.27	
Pawtuxet Valley Branch,	Auburn, R. I.,	Hope, R. I.	10.36	
Harbor Jc. Branch,	Auburn, R. I.,	Henderson St., R. I.	3.58	
	Providence, R. I.,	East Providence,	1.88	
Conn. with B. & P., P. & W. and P. W. & B. R. R.,	at	E. Providence, R. I.,	.30	
Harrisville Branch,	Woonsocket, R. I.,	Harrisville, R. I.	9.45	
Meriden Branch,	Westfield, Conn.,	Waterbury, Conn.	24.19	
Rockville Branch,	Vernon, Conn.,	Rockville, Conn.	4.60	
Danbury Branch,	Danbury, Conn.,	So. Norwalk, Conn.	22.99	
Wilson's Point Branch,	So. Norwalk, Conn.,	Wilson Pt., Conn.	2.44	
Ridgefield Branch,	Branchville, Conn.,	Ridgefield, Conn.	4.16	
Naugatuck Branch,	Naugat'k Jc., Conn.,	Winsted, Conn.	55.99	
Watertown Branch,	Waterbury, Conn.,	Watertown, Conn.	4.82	
Berkshire Branch,	New Haven, Conn.,			
	Union Depot,	Botsford, Conn.	23.95	
Colchester Branch,	Turnerville, Conn.,	Colchester, Conn.	3.59	
Pascoag Branch,	Providence, Dike St.	Douglas Jc., Mass.	27.73	
Franklin Branch,	Valley Falls, R. I.,	Mass. State Line.	7.07	
Air Line Branch,	New Haven, Conn.,	Willimantic, Conn.	51.27	
	Needham Jct., Mass.,	Cook St., Mass.,	3.90	
Wickford Branch,	Wickford Jct.,	Wickford Landing.	3.42	
So. Boston Frt. Branch,	Boston, Mass.,	So. Boston, Mass.,	1.04	
Povidence Branch,	Providence, R. I.,	Willimantic, Conn.,	57.76	
Needham Jct. Branch,	West Roxbury, Mass.,	Needham, Mass.	4.53	
Southbridge Branch,	E. Thompson, Conn.,	Southbridge, Mass.	17.36	
Springfield Branch,	E. Hartford, Conn.,	B. & A. Jc. Spgfd., Ms.	28.31	
Melrose Branch,	Melrose, Conn.,	West St. Rockville, Conn.	7.22	
Dedham Branch,	Dedham Jc., Mass.,	Dedham, Mass.	1.53	
Islington Branch,	Islington, Mass.,	Dedham, Mass.	2.00	
	Woonsocket, R. I.,	Needham Jc., Mass.	24.77	
	Boston, Mass.,	Hopewell Jc., N. Y.	214.18—	805.53
3. N. H. & Northampton,	New Haven, Conn.,	Shelburne Jc., Mass.	94.12	
New Hartford Branch,	Farmington, Conn.,	New Hartford, Conn.	15.19	
Williamsburg Branch,	Northampton, Mass.,	Williamsburg, Mass.	7.70	
Turner's Falls Branch,	So. Deerfield, Mass.,	Turner's Falls, Mass.	9.99	
Harlem R. & Pt. C. R. R.,	Harlem River, N. Y.,	New Rochelle, N. Y.	11.17	
Milford, F. & Prov. Branch,	Bellingham, Mass.	Franklin, Mass.	4.65	
Milford & Woon. Branch,	" "	Ashland, Mass.	15.13	
Rhode Island & Mass. R. R. (in Mass.)	Franklin, Mass.,	W. Wrentham, Mass.	6.52	
Berkshire R. R.,	Conn. State Line,	N. Y. State Line.	23.17	
	V. Densenville, Mass.,	Pittsfield, Mass.,	23.06	
Prov. & Worcester R. R.,	Providence, R. I.,	Worcester, Mass.	40.90	
East Providence Branch,	Valley Falls, R. I.,	E. Providence, R. I.	7.00	
Prov., Warren & Bris. R. R.,	India Point, R. I.,	Bristol, R. I.	14.02	
" " Branch	India Point, R. I.,	Bristol, R. I.	.42	
Boston & Providence R. R.,	Boston, Mass.,	Providence, R. I.	41.89	
India Point Branch,	E. Junction, Mass.,	India Point, R. I.	8.05	
West Roxbury Branch,	Forest Hills, Mass.,	Dedham, Mass.	5.37	
Dedham Branch,	Readville, Mass.,	Dedham, Mass.	2.47	
Connection with Stoughton Branch,	Midland Div. at Canton Jct., Mass.,	Readville, Mass.	1.40	
Old Colony R. R.:	Boston, Mass. (Ft. Pt. Channel).	Stoughton, Mass.	4.05	
Main Line,		Newport, R. I.,	67.60	
" "	Mayflower Pk., Mass.,	Somerset Jc., Mass.	36.31	
" "	Middleboro, Mass.,	Provincetown, Mass.	85.66	
" "	Raynham, Mass.,	Whittenton Jc., Mass.,	3.38	

Road Operated — Entire Line. — *Continued.*

Name.	From—	To—	Miles of road.	Miles of each class.
Old Colony R. R.—Continued.				
Main Line,	Braintree, Mass.,	Kingston, Mass.	32.31	
" "	So. Braintree, Mass.,	Plymouth, Mass.	26.04	
" "	Framingham, Mass.,	Lowell, Mass.	26.12	
" "	New Bedford, Mass.,	Fitchburg, Mass.	91.25	
Dorchester & Milton Branch,	Neponset, Mass.,	Mattapan, Mass.	3.30	
Stoughton Branch,	Stoughton Br. Jc., Ms.,	Stoughton, Mass.	1.65	
Shawmut Branch,	Harrison Sq., Mass.,	Shawmut & Milton Jc.	2.39	
Bridgewater Branch,	Whitman, Mass.,	Bridgewater I. Works.	6.12	
Brockton Branch,	Elmwood, Mass.,	Westdale, Mass.	.75	
Granite Branch,	Atlantic, Mass.,	Braintree, Mass.	5.41	
Hyannis Branch,	Yarmouth, Mass.,	Hyannis, Mass.	5.05	
Woods Hole Branch,	Buzzards Bay, Mass.,	Woods Hole, Mass.	17.54	
Hanover Branch,	No. Abington, Mass.,	Hanover, Mass.	7.80	
Fairhaven Branch,	Tremont, Mass.,	Fair Haven, Mass.	15.17	
Easton Branch,	Matfield, Mass.,	Easton, Mass.	7.56	
P. & M. R. R. Extension,	at	Middleboro, Mass.	.42	
Middleboro & Taunton Branch,	Middleboro, Mass.,	M. & T. Jc., Mass.	8.04	
Attleboro Branch,	Attleboro Jc., Mass.,	Attleboro, Mass.	8.60	
Whittenton Y Branch,	Attleboro Jc., Mass.,	Whittenton, Mass.	.98	
Sterling Branch,	Pratt's Jc., Mass.,	Sterling Jc., Mass.	5.03	
Lancaster Branch,	Lancaster Jc., Mass.,	Lancaster Mills, Mass.	1.63	
Marlboro Branch,	Marlboro Jc., Mass.,	Marlboro, Mass.	1.47	
Prison Branch,	So. Framingham, Ms.,	Women's Reforma'ry.	.65	
Wrentham Branch,	Walpole Jc., Mass.,	No. Attleboro, Mass.	11.88	
" "	No. Attleboro, Mass.,	Adamsdale Jc., Mass.	3.86	
Walpole & Dedham Branch,	Walpole Jc., Mass.,	Norwood Jc., Mass.	5.76	
Fall River Branch,	New Bedford, Mass.,	Fall River, Mass.	12.25	
Warren Branch,	Fall River, Mass.,	Warren, R. I.	7.95	
Connection Southampton St.,	Boston Division.	Boston, Mass.	.43	
Nantasket Beach Branch,	Nantasket Jc., Mass.,	Pemberton, Mass.	6.95	
Plymouth & Middleboro R. R.,	Plymouth, Mass.,	Middleboro, Mass.	15.03	
Norwich & Worcester R. R.,	Groton, Conn.,	Worcester, Mass.	70.91	
Holyoke & Westfield R. R.,	Holyoke, Mass.,	Westfield, Mass.	10.59	950.11
4. Chatham R. R.,	Harwich, Mass.,	Chatham, Mass.	7.07	7.07
5. New York & Harlem R. R.,	Woodlawn Jc., N. Y.,	G. C. Depot, N. Y.	12.03	
Central New England Ry.,	Hopewell Jc., N. Y.,	Po'keepsie, N. Y.	12.00	
" " " "	Po'keepsie Jc., N. Y.,	Poughkeepsie, N. Y.	1.30	
Boston Terminal Co.,	Fort Point Channel,	Boston Station.	.42	
Boston & Albany R. R.,	Junction to Station,	Ashland, Mass.	.22	
" " " "	" "	Worcester, Mass.	.15	
" " " "	" "	Springfield, Mass.	.17	
" " " "	" "	Springfield, Mass.	.59	
" " " "	" "	NewtonH'lands, Mass.	.31	
Boston & Maine R. R.,	Cook St. to Station,	Lowell, Mass.	.57	
" " " "	Junction to Station,	Worcester, Mass.	11.94	
" " " "	Sterling Jc., Mass.,	Shelburne Falls, Mass.	4.67	44.37
" " " "	Shelburne Jc., Mass.,			
Total Road Operated,				2,040.80

1 a. Main line.

1 b. Branches and spurs.

3. Line operated under lease for specified sum.

4. Line operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.

5. Line operated under trackage rights.

(1) Road Jointly Owned or (2) Road Jointly Leased.

None.

Road Operated — State of Connecticut.

FOR COMPANIES (OTHER THAN SWITCHING AND TERMINAL) MAKING OPERATING REPORT.

NAME.	TERMINI.		Miles of line for each road named.	Miles of line for each class of roads named.
	From	To		
1a. N. Y., N. H. & H.,	N. Y. State Line, Cedar Hill Jct., N.H.,	R. I. State Line, Springfield,	115.39 54.32	169.71
1b. New Canaan Branch,	Stamford, Conn.,	New Canaan, Conn.,	7.92	
Berkshire Branch,	Botsford, Conn.,	Mass. State Line,	59.63	
Bridgeport Branch,	Botsford, Conn.,	Bridgeport, Conn.,	14.66	
Brookfield Branch,	Brookfield Jct., Conn.,	Danbury, Conn.,	3.98	
Litchfield Branch,	Hawleyville,	Litchfield, Conn.,	32.28	
New Britain Branch,	Berlin, Conn.,	New Britain, Conn.,	2.50	
Middletown Branch,	Berlin, Conn.,	Middletown, Conn.,	9.70	
Valley Branch,	Hartford, Conn.,	Fenwick, Conn.,	46.20	
Suffield Branch,	Windsor L'ks, Conn.,	Suffield, Conn.,	4.27	
Meriden Branch,	Westfield, Conn.,	Waterbury, Conn.,	24.19	
Rockville Branch,	Vernon, Conn.,	Rockville, Conn.,	4.60	
Danbury Branch,	Danbury, Conn.,	So. Norwalk, Conn.,	22.99	
Wilson's Point Branch,	So. Norwalk, Conn.,	Wilson's Point, Ct.,	2.44	
Ridgefield Branch,	Branchville, Conn.,	Ridgefield, Conn.,	4.16	
Naugatuck Branch,	Naugatuck, Jct., Ct.,	Winsted, Conn.,	55.99	
Watertown Branch,	Waterbury, Conn.,	Watertown, Conn.,	4.82	
Berkshire Branch,	N. Haven, Ct., U. S.,	Botsford, Conn.,	23.95	
Colchester Branch,	Turnerville, Conn.,	Colchester, Conn.,	3.59	
Air Line Branch,	New Haven, Conn.,	Willimantic, Conn.,	51.27	
Providence Branch,	Willimantic, Conn.,	R. I. State Line,	31.96	
Southbridge Branch,	East Thompson, Ct.,	Mass. State Line,	5.35	
Springfield Branch,	East Hartford, Conn.,	Mass. State Line,	20.17	
Melrose Branch,	Melrose, Conn.,	West St., Rockville,	7.22	
	Mass. State Line,	New York State Line,	134.14	577.98
3. New Haven & North'pton Co.,	New Haven, Conn.,	Mass. State Line,	50.74	
New Hartford Branch,	Farmington, Conn.,	New Hartford, Conn.,	15.19	
Norwich and Worcester,	Groton, Conn.,	Mass. State Line.	53.16	119.09
Total mileage operated State of Connecticut,				866.78

Outside Operations and other Properties.

(a) OUTSIDE OPERATIONS.

Designation.	Character of business.	Title.	State or territory.
Ferry between Fairhaven and New Bedford, Mass.	Common to a ferry.	Leased.	Massachusetts.
Sleeping Car operation, Parlor Car operation, Dining and Buffet Car operation,	Operating cars of character named in passenger trains.	Owned.*	States thro' which cars are run.
Restaurants in stations at Bridgeport, Waterbury & Hartford, Ct.	Serving meals for accommodation of passengers.	"	Connecticut.
Midway Boarding House.	To accommodate employees at this point.	"	Connecticut.
Rest Rooms in Boston Passenger Station.	To accommodate employees.	St'n owned jointly with B. & A. R. R.	Massachusetts.
Midway Icing Plant.	Icing refrigerator cars.	Owned.	Connecticut.
Lighterage in New York Harbor.	Lighterage of miscellaneous shipments.	"	New York.
Periodical Advertising.	Advertising on Magazine covers in Parlor Cars, etc.	"	States thro' which cars are run.

(b) OTHER PROPERTIES.

None.

* In addition to the equipment owned by this company, cars of the Pullman Co. are operated in certain trains, this company's proportion of the revenue being included in "Outside Operations."

Road or Tracks Acquired by Respondent Through Lease or Other Agreement.

Name of owning company.	Miles of line.	Date.	Term.	Concise summary of provisions.
Harlem River & Port Chester R. R.,	11.17	Sept. 29, 1873	99 Years	Interest on bonds, principal of bonds, 7% dividend on stock (All the stock is owned by The N. Y., N. H. & H. R. R. Co.) Taxes, etc.
Berkshire R. R. Co., . . .	46.23	Feb., 1893	99 Years	6% on Capital Stock, taxes and annual cash payment of \$250.00.
New Haven & North'pton Co.,	127.00	May 14, 1887	99 Years	Bond interest, taxes, etc. 1% on capital stock for three years, 2% for the second three years, 3% for the third three years and 4% thereafter; \$15,000.00 yearly account of sinking fund.*
Holyoke & Westfield R. R., Providence & Worcester R. R.	10.59 47.90	June 1, 1907 Dec. 17, 1892	Perpetual 99 Years	\$46,000.00 per annum & taxes. 10% on capital stock, bond interest, cash payment \$6,000.00 taxes, etc.
Old Colony R. R., . . .	517.31	Feb. 15, 1893	99 Years	7% on capital stock, interest on funded debt and other legal obligations, taxes, expense of maintaining organization, etc.
Boston & Providence R. R.,	63.23	April 7, 1888	99 Years	\$400,000.00 per annum, int. on indebtedness, taxes, organization expenses, etc.
Prov., Warren & Bristol R. R.,	14.44	July 1, 1891	95 Years and 9 mos.	5% on common & preferred stock for 10 years and 6% thereafter, interest on indebtedness, taxes, organization expenses, etc.
Chatham R. R.,	7.07	Jan. 5, 1888	Terminates on 30 days written notice	30% of gross earnings.
Plymouth & Middleboro R. R.,	15.03	Nov. 30, 1892	99 Years	Interest on bonds for 25 years, then 30% of gross earnings, taxes, organization expenses.
Norwich & Worcester R. R.,	70.91	Feb. 9, 1869	100 Years	8% on capital stock, interest on bonds and floating debt, organization expenses.
R. I. & Massachusetts R. R.,	6.52			Operated without a lease. Stock all owned by N. Y., N. H. & H. R. R.
Milford & Woonsocket R. R.,	15.13			Operated without a lease. Interest on bonds paid by the N. Y., N. H. & H. R. R. which owns all the stock.
Milford, Franklin & Prov. R. R.,	4.65			Operated without a lease. Interest on bonds paid by the N. Y., N. H. & H. R. R., which owns all the stock.
+West Shore Railway, . . .	3.66	Dec. 14, 1895	99 Years	Dividends on stock, interest on bonds, taxes.
+Conn. Ry. & Lighting Co.,	162.08	Dec. 19, 1906	999 Years	1st year, . . . \$975,000.00 2d & 3d year, . . . 1,045,000.00 4th year, . . . 1,175,000.00 5th year, . . . 1,250,000.00 6th year, . . . 1,350,000.00 7th & 8th year, . . 1,375,000.00 9th year and year ly thereafter 1,400,000.00 and taxes.

*Sinking fund requirements terminated April 1, 1909.

†Rentals paid by Connecticut Co., from March 1, 1910.

Road or Tracks Assigned to Another Carrier Through Lease or Other Agreement.

Name of operating company,	Miles of line.	LEASE OR AGREEMENT.			
		Date.	TERM.		Concise summary of provisions.
			From—	To—	
New York and Stamford Railway Co., N. Y. State Line to Mianus River, Conn.	5.62	Dec. 16, 1906.	Jan. 1, 1907.	Jan. 1, 2006.	Leased for 99 years, lessee to maintain the property, pay taxes and a rental of \$20,000 per annum.
Central New England Railway Co., Wicopee Jct., N. Y., to Fishkill Landing, N. Y.	1.65	Sept. 15, 1906 *			Lessee to maintain the property, pay taxes and a rental of \$1,000 per annum.

*No lease, simply an agreement.

Capital Stock.

Kind.	By law not fixed. Number of shares authorized. By votes of company.	Par value of one share.	By law not fixed. Total par value authorized. By votes of company.	Total par value outstanding.	Total par value held by respondent, in sinking or other funds.	Total par value not held by respondent	DIVIDENDS DECLARED DURING YEAR.	
							Rate.	Amount.
Common	2,389,364	\$100.00	\$238,936,400	\$121,878,100	.....	\$121,878,100	8 %	\$9,312,686.00
Receipts outstanding for installments paid,	.....	.....	.....	22,139,325	\$123,625	22,015,700	\$1 per share.	446,395.00
Total,	2,389,364		\$238,936,400	\$144,017,425	\$123,625	\$143,893,800	.....	\$9,759,081.00a

The whole capital stock results from the merger on May 31, 1907, of The New York, New Haven & Hartford Railroad Company with The Consolidated Railway Company.

a 2% on \$100,000,000 =	\$2,000,000.00
2% on 121,878,100 =	2,437,562.00
2% on 121,878,100 =	2,437,562.00
2% on 121,878,100 =	2,437,562.00
50c. per share on 446,363 shares,	223,181.50
50c. per share on 446,427 shares,	223,213.50
	<hr/> \$9,759,081.00

Funded Debt

Class of bond or obligation.	TERM.		Total par value authorized.	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT.		Total par value not held by respondent corporation.	INTEREST.		
	Date of issue.	Date of maturity.			In Treasury.	In sinking or other funds.		Rate %	When payable.	Amount accrued during year.
MORTGAGE BONDS.										
N. Y. N. H. & H. - H. R. & P. C. 1st Mtg.....	May 2, 1904	May 1, 1934	\$15,000,000	\$15,000,000	.....	.....	\$15,000,000	4	May & Nov.	\$600,000.00
N. Y. P. & B. R. R. Co. General Mtg.....	Apr. 1, 1892	Apr. 1, 1942	4,000,000	1,000,000	\$201,000	.....	799,000	4	Apr. & Oct.	40,000.00
Shore Line Ry. Co. 1st Mtg.....	Mar. 1, 1880	Mar. 1, 1910	200,000	200,000 A	.....	.....	200,000	4 1/2	Mar. & Sept.	9,000.00
Housatonic R. R. Co. 1st Mtg.....	Apr. 1, 1885	Apr. 1, 1910	700,000	100,000	.....	.....	100,000	4	Apr. & Oct.	4,000.00
Housatonic R. R. Co. Cons. Mtg.....	Nov. 1, 1887	Nov. 1, 1937	3,000,000	2,839,000	.....	.....	2,839,000	5	Jan. & Nov.	141,950.00
Danbury & Norwalk R. R. Co. Cons. Mtg.....	July 1, 1880	July 1, 1930	500,000	100,000	.....	.....	100,000	6	Jan. & July	6,000.00
Danbury & Norwalk R. R. Co. Cons. Mtg.....	July 1, 1890	.....	.....	200,000	.....	.....	400,000	5	Jan. & July	20,000.00
Danbury & Norwalk R. R. Co. General Mtg.....	July 1, 1892	July 1, 1920	.....	200,000	.....	.....	150,000	5	Apr. & Oct.	7,500.00
Danbury & Norwalk R. R. Co. 1st Ref'dg Mtg.....	Apr. 1, 1886	Apr. 1, 1925	150,000	150,000	.....	.....	350,000	4	June & Dec.	14,000.00
Woonsocket & Pascoag R. R. Co. Cons. Mtg.....	June 1, 1905	June 1, 1935	350,000	350,000	.....	.....	100,000	5	Apr. & Oct.	5,000.00
New Haven & Derby R. R. Co. Cons. Mtg.....	Oct. 1, 1890	Oct. 1, 1910	100,000	100,000	.....	.....	574,000	5	May & Nov.	28,750.00
Prov. & Spring R. R. Co. 1st Mtg.....	May 1, 1888	May 1, 1918	800,000	575,000	.....	1,000	750,000	5	Jan. & July	37,500.00
Naugatuck R. R. Co. 1st Mtg.....	July 1, 1892	July 1, 1922	750,000	750,000	.....	.....	2,499,000	5	May & Nov.	100,000.00
Boston & N. Y. A. L. R. R. Co. 1st Mtg.....	May 2, 1904	May 1, 1934	2,500,000	2,500,000	.....	1,000	3,777,000	4	Feb. & Aug.	151,080.00
Prov. Term. Co. 1st Mtg.....	Aug. 1, 1903	Aug. 1, 1935	5,000,000	3,777,000	.....	.....	4,000,000	4	Mar. & Sept.	160,000.00
Worcester & Ct. Ea. Ry. Co. 1st Mtg.....	Mar. 1, 1906	Mar. 1, 1936	7,500,000	4,000,000	.....	.....	1,954,000	4 1/2	Jan. & July	89,040.00
Winchester Ave. R. R. Co. 1st Mtg.....	Oct. 1, 1902	Oct. 1, 1943	3,100,000	1,993,000	.....	38,000	500,000	5	May & Nov.	25,000.00
New Haven St. R. Ry. Co. 1st Mtg.....	Nov. 1, 1893	Nov. 1, 1912	500,000	500,000	.....	.....	600,000	5	Mar. & Sept.	30,000.00
New Haven St. R. Ry. Co. Cons. Mtg.....	Sept. 1, 1893	Sept. 1, 1913	600,000	600,000	.....	.....	250,000	5	June & Dec.	12,500.00
N. H. & Centerville St. Ry. Co. 1st Mtg.....	June 1, 1894	June 1, 1914	250,000	250,000	.....	.....	283,000	5	Mar. & Sept.	14,150.00
Meriden Horse R. R. Co. 1st Mtg.....	Sept. 1, 1893	Sept. 1, 1933	625,000	383,000	.....	.....	85,000	5	Apr. & Oct.	4,250.00
Meriden Horse R. R. Co. Cons. Mtg.....	Oct. 1, 1891	Oct. 1, 1911	100,000	415,000	.....	.....	415,000	5	Jan. & July	20,750.00
Norwich St. Ry. Co. 1st Mtg.....	Jan. 1, 1894	Jan. 1, 1934	500,000	350,000	.....	.....	350,000	5	Apr. & Oct.	17,500.00
Monville St. Ry. Co. 1st Mtg.....	Oct. 2, 1893	Oct. 2, 1923	350,000	350,000	.....	.....	250,000	5	May & Nov.	12,500.00
New London St. Ry. Co. 1st Mtg.....	May 1, 1900	May 1, 1920	350,000	250,000	.....	.....	150,000	5	Apr. & Oct.	7,500.00
Middletown Horse R. R. Co. 1st Mtg.....	Oct. 2, 1893	Oct. 2, 1923	150,000	150,000	.....	.....	30,000	5	June & Dec.	1,500.00
Portland St. Ry. Co. 1st Mtg.....	Dec. 1, 1894	Dec. 1, 1914	150,000	150,000	.....	.....	2,500,000	4	Mar. & Sept.	100,000.00
Hartd. M'chester & R'ville Tram. Co. 1st Mtg.....	Nov. 1, 1896	Nov. 1, 1916	75,000	30,000	.....	.....	320,000	5	Jan. & Oct.	16,000.00
Hartford St. Ry. Co. 1st Mtg.....	Oct. 1, 1894	Oct. 1, 1934	300,000	201,000	.....	.....	63,000	5	Apr. & Oct.	3,150.00
Greenwich Tram. Co. 1st Mtg.....	Sept. 1, 1900	Sept. 1, 1930	3,000,000	2,500,000	.....	.....	307,000	5	June & Dec.	15,350.00
Brantford Electric Co. 1st Mtg.....	July 1, 1901	July 1, 1931	100,000	320,000	.....	.....	150,000	5	Jan. & July	7,500.00
Brantford L. & W. Co. 1st Cons. Mtg.....	Oct. 1, 1897	Oct. 1, 1937	100,000	63,000	.....	.....	175,000	5	June & Dec.	8,750.00
Torrington & Winchester St. Ry. Co. 1st Mtg.....	Aug. 1, 1901	Aug. 1, 1951	500,000	307,000	.....	.....	160,000	5	Jan. & Oct.	6,400.00
Meriden, So'ington & Comp. Tram. Co. 1st Mtg.....	Dec. 1, 1897	Dec. 1, 1917	150,000	150,000	.....	.....	10,000,000	4	Jan. & July	400,000.00
Pawmett Val. R. R. Co. 1st Mtg.....	Aug. 15, 1898	Aug. 15, 1928	200,000	175,000	.....	.....	7,500,000	5	Jan. & July	375,000.00
New England R. R. Co. Cons. Mtg.....	Apr. 1, 1900	Apr. 1, 1925	160,000	160,000	.....	.....	400,000	5	Jan. & July	20,000.00
New England R. R. Co. Cons. Mtg.....	Sept. 2, 1895	Sept. 2, 1915	10,000,000	10,000,000	.....	.....	290,000	5	Mar. & Sept.	14,500.00
New England R. R. Co. Cons. Mtg.....	Sept. 2, 1896	Sept. 2, 1916	7,500,000	7,500,000	.....	.....	\$3,720,000	.....	.....	\$2,540,220.00
Stafford Springs St. Ry. Co. 1st Mtg.....	Jan. 1, 1907	Jan. 1, 1956	500,000	400,000	.....	.....	\$40,000	.....	.....	\$2,540,220.00
Roxbury Cent. Wh'f Co. 1st Mtg. Gold Notes.	Sept. 1, 1897	Sept. 1, 1912	400,000	290,000	.....	.....	\$58,420,000	.....	.....	\$3,543,365.00
A. Less paid during year.										
Total Mortgage Bonds.										

Funded Debt — Continued.

Class of bond or obligation.	TERM.		Total par value authorized.	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT.		Total par value not held by respondent corporation	INTEREST.			
	Date of issue.	Date of maturity.			In Treasury.	In sinking or other funds.		Rate %	When payable.	Amount accrued during year.	Amount paid during year.
DEBENTURES.											
N. Y., N. H. & H. R. Co., Conv. Deb.,.....	Jan. 15, 1908	Jan. 15, 1948	\$39,029,600	\$39,029,000	.....	\$600,800	\$38,428,200	6	Jan. & July	\$2,326,841.07	\$2,280,783.14
“ “ “ “ “ “ “ “	Jan. 1, 1906	Jan. 1, 1956	30,000,000	30,000,000	.....	583,100	29,416,900	3½	Jan. & July	1,050,014.18	1,050,078.44
“ “ “ “ “ “ “ “	Feb. 1, 1904	Feb. 1, 1914	5,000,000	5,000,000	.....	45,000	4,955,000	4	Feb. & Aug.	200,000.00	200,000.00
“ “ “ “ “ “ “ “	Mar. 1, 1897	Mar. 1, 1947	5,000,000	5,000,000	.....	.....	5,000,000	4	Mar. & Sept.	200,000.00	200,000.00
“ “ “ “ “ “ “ “	Mar. 1, 1901	Mar. 1, 1947	5,000,000	5,000,000	.....	9,000	4,991,000	3½	Mar. & Sept.	175,000.00	175,000.00
“ “ “ “ “ “ “ “	Apr. 1, 1904	Apr. 1, 1954	10,000,000	10,000,000	.....	2,100	9,997,900	3½	Apr. & Oct.	350,000.00	350,000.00
“ “ “ “ “ “ “ “	July 1, 1905	July 1, 1955	15,000,000	15,000,000	.....	.....	15,000,000	4	Jan. & July	600,000.00	600,000.00
“ “ “ “ “ “ “ “	May 1, 1906	May 1, 1956	15,000,000	15,000,000	.....	.....	15,000,000	4	May & Nov.	600,000.00	600,000.00
“ “ “ “ “ “ “ “	Jan. 9, 1907	Jan. 9, 1909	10,000,000	10,000,000	.....	.....	10,000,000	5	Jan. & July	.....	250.00
“ “ “ “ “ “ “ “	Jan. 9, 1907	Jan. 9, 1910	3,500,000	3,500,000	A	.....	3,500,000	5	Jan. & July	91,875.00	174,875.00
“ “ “ “ “ “ “ “	Jan. 10, 1907	Jan. 10, 1910	50,000,000	50,000,000	A	.....	50,000,000	5	Jan. & July	1,319.44	2,500.00
“ “ “ “ “ “ “ “	May 5, 1908	May 5, 1911	2,000,000	2,000,000	.....	.....	2,000,000	4½	May & Nov.	90,000.00	90,000.00
“ “ “ “ “ “ “ “	Jan. 9, 1907	Jan. 9, 1911	1,350,000	1,350,000	.....	55,000	1,295,000	6	Jan. & July	67,500.00	67,500.00
“ “ “ “ “ “ “ “	Jan. 1, 1907	Jan. 1, 1912	300,000	300,000	.....	.....	300,000	5	Jan. & July	15,000.00	15,000.00
“ “ “ “ “ “ “ “	Jan. 9, 1907	Jan. 9, 1912	6,400,000	6,400,000	.....	80,000	6,320,000	5	Jan. & July	320,000.00	320,000.00
“ “ “ “ “ “ “ “	Apr. 1, 1907	Apr. 1, 1922	27,985,000	27,985,000	.....	.....	27,985,000	4	Apr. & Oct.	1,121,689.84	1,121,689.84
“ “ “ “ “ “ “ “	Oct. 1, 1902	Oct. 1, 1930	2,000,000	234,000	.....	.....	234,000	3½	Apr. & Oct.	8,190.00	8,190.00
“ “ “ “ “ “ “ “	Sept. 1, 1900	Jan. 1, 1930	145,000	145,000	a	.....	145,000	4	Jan. & July	3,292.50	3,292.50
“ “ “ “ “ “ “ “	Sept. 1, 1900	Jan. 1, 1930	165,000	165,000	.....	.....	165,000	4	Jan. & July	271.88	3,600.00
“ “ “ “ “ “ “ “	Feb. 1, 1905	Feb. 1, 1930	1,000,000	972,000	\$700	.....	971,300	3½	Feb. & Aug.	6,600.00	6,600.00
“ “ “ “ “ “ “ “	July 1, 1904	July 1, 1954	5,000,000	4,255,000	.....	.....	4,255,000	4	Jan. & July	31,620.02	29,955.22
“ “ “ “ “ “ “ “	Jan. 2, 1905	Jan. 1, 1955	4,000,000	2,809,000	.....	.....	2,809,000	4	Jan. & July	173,753.00	173,753.00
“ “ “ “ “ “ “ “	Jan. 1, 1905	Apr. 1, 1955	3,500,000	1,340,000	.....	.....	1,340,000	4	Jan. & July	93,831.44	93,831.44
“ “ “ “ “ “ “ “	Jan. 1, 1906	Jan. 1, 1956	10,000,000	2,011,000	.....	.....	2,011,000	4	Apr. & Oct.	53,635.89	53,645.89
“ “ “ “ “ “ “ “	July 1, 1904	July 1, 1924	.....	430,000	.....	.....	430,000	4	Jan. & July	83,921.22	83,921.22
“ “ “ “ “ “ “ “	.....	.....	.....	.....	.....	.....	.....	5	Jan. & July	750.00	750.00
“ “ “ “ “ “ “ “	.....	.....	.....	\$177,085,000	\$700	\$1,381,000	\$175,703,300	.....	.....	\$7,661,812.98	\$7,711,595.69
“ “ “ “ “ “ “ “	.....	.....	.....	3,705,000	.....	.....	3,705,000	.....	.....	.....	.....
“ “ “ “ “ “ “ “	.....	.....	.....	\$173,380,000	\$700	\$1,381,000	\$171,998,300	.....	.....	\$7,661,812.98	\$7,711,595.69
MISCELLANEOUS FUNDED OBLIGATIONS.											
Real Estate Mortgages,.....	.....	.....	.....	\$11,500	.....	.....	\$11,500	4	June & Dec.	\$460.00	460.00
Mortgage Bonds,.....	.....	.....	.....	\$58,661,000	\$201,000	.....	\$58,460,000	.....	.....	\$2,540,220.05	\$2,543,365.00
Debentures,.....	.....	.....	.....	173,850,000	700	1,381,000	171,998,300	.....	.....	7,661,812.98	7,711,595.69
Miscellaneous,.....	.....	.....	.....	11,500	.....	.....	11,500	.....	.....	460.00	460.00
Grand Total,.....	.....	.....	.....	\$232,062,500	\$301,700	\$1,421,000	\$230,429,800	.....	.....	10,202,492.98	10,265,490.69

* \$10,000.00 included in matured Funded Debt unpaid. + Called for payment January 1st, 1911.

NOTE.—Certain property of this Company is subject to a lien under a mortgage of the New York & New England Railroad Company to secure Boston Terminal bonds of that company to the amount of \$1,500,000 due April 1, 1939, bearing interest at 4 per cent.

NOTE.—The bonds held in Treasury par value \$201,700 are shown on balance sheet, Page 234, Item B-8, at book value of \$211,715 with Income of \$2,070.66.

Funded Debt—Concluded.**A. GENERAL STATEMENT.**

None.

B. STATEMENT OF AMOUNT.

None.

EXPLANATORY REMARKS.

Funded debt decreased during the year as per
 page 292, paid off during year, . . . \$4,262,500.00
 Transferred to matured funded debt unpaid, . . . 17,200.00 \$4,279,700.00

Less:

Issued during year (see page 292), . . . \$1,460,825.00
 Real estate mortgage, . . . 11,500.00 1,472,325.00
 Net decrease, . . . \$2,807,375.00

It is impossible to ascertain the purpose of the issue of a large proportion of the bonds of this company, same having been assumed by various mergers of other companies.

Recapitulation of Funded Debt.

Kind of bond or obligation.	Total par value outstanding.	Total par value held by respondent.		Total par value not held by respondent.
		In treasury.	In sinking or other funds.	
Mortgage Bonds,	\$58,661,000	\$201,000	\$40,000	\$58,420,000
Plain Bonds, Debentures and Notes,	173,380,000	700	1,381,600	171,998,300
Misc. Funded Obligations, . .	11,500	.....	.....	11,500
Total,	\$232,052,500	\$201,700	\$1,421,000	\$230,429,800

INTEREST.

Kind of bond or obligation.	Amount accrued during year chg. to income.	Amount paid during year.
Mortgage Bonds,	\$ 2,540,220.00	2,543,365.00
Plain Bonds, Debentures, and Notes, . .	7,661,812.98	7,711,595.69
Miscellaneous Funded Obligations, . . .	460.00	460.00
Total,	\$10,202,492.98	10,255,420.69

Recapitulation of Funded Debt — Continued.**INTEREST — Continued.**

Purpose of the issue.	Total par value issued during the year.	Cash realized on amount issued during the year.
Issued for Cash,	\$1,430,825 * 30,000	\$1,430,825
Total,	\$1,460,825	\$1,430,825

* \$30,000 Farmington Street Ry. Co. Debentures. Liability assumed through purchase of the property.

Recapitulation of Capitalization.

Account.	Total par value outstanding.	ASSIGNMENT.	
		To railways.	To other properties.
Capital Stock,	\$144,017,425	} Assignment cannot be made accurately.	
Funded Debt,	232,052,500		
Total,	\$376,069,925	.....	.....

Premium on Securities.

Class of stock.	Net amount of premium.
Capital Stock since July 1, 1909,	\$20,630,720.25
Total,	\$20,630,720.25

Discount on Securities.

None.

Security for Funded Debt.

Class of bond or obligation.	ROAD MORTGAGED.			Amount of mortgage per mile of line.	Equipment, income, securities and other property mortgaged.
	From—	To—	Miles.		
First Mortgage N.Y., N. H. & H. R. R. & P. C. R. R. Co.,	Harlem River, N. Y.	New Rochelle, N. Y.	11.17	\$1,342,883	Road and Equipment.
General Mortgage N.Y., Prov. & Boston R. R. Co.,	Providence, R. I.	New London, Ct.	62.23	16,069	Road, not Equipment.
Consolidated Mortgage Bonds Housatonic R. R. Co.	Bridgeport, Ct.	Mass. State Line.	87.67	32,382	Road and Equipment.
Consol. Mortgage Bonds Gen. Mortgage Bonds First Ref. Mort. Bonds Danbury & Norwalk R. R. Co.	Danbury, Ct.	Wilson's Pt., Ct.	29.59	33,795	Road and Equipment.
First Mortgage Bonds Woonsocket & Pascoag R. R.	Woonsocket, R. I.	Harrisville, R. I.	9.45	10,582	Road, not Equipment.
Consolidated Mortgage Bonds New Haven & Derby R.R. Co.	New Haven, Ct.	Huntington, Ct.	14.55	39,519	Road, not Equipment.
First Mortgage Bonds Providence & Springfield R.R. Co.	Providence, R. I.	Douglas Jct., Mass.	27.73	27,046	Road, not Equipment.
First Mortgage Bonds Naugatuck R. R.	Naugatuck Jc., Ct.	Winsted, Ct.	60.77	41,138	Road, not Equipment.
First Mortgage Bonds B. & N. Y. Air Line R. R.	New Haven, Ct.	Willimantic, Ct.	51.27	73,668	Road, not Equipment.
First Mortgage Bonds Prov. Terminal Co.	.....	.....	.....	.....	Lands etc. at Prov., R. I., also leases, trackage and operating Agreements.
First Mort. Bonds. Worc. & Conn. Eastern Ry.	Mass. State Line	Norwich, Ct.	30.54	65,225	Road and Equipment, leases, stocks and bonds of Webster and Worcester and Webster and Dudley St. Ry. Co's and power plant.
First Mortgage Bonds Winchester Ave. R.R. Co.	Winchester ave. R.R.		12.89	39,789	Road and Equipment.
First Mortgage Bonds Con. Mortgage Bonds New Haven St. Ry. Co.	New Haven St. Ry.		21.83	38,937	Road and Equipment.
First Mortgage Bonds New Haven & Centerville St. Ry.	New Haven & Centerville St. Ry.		5.11	55,381	Road and Equipment.
First Mortgage Bonds Con. Mortgage Bonds Meriden Horse R.R. Co.	Meriden Horse R.R.		20.30	24,630	Road and Equipment.
First Mortgage Bonds Norwich St. Ry. Co.	Norwich St. Ry.		17.00	20,588	Road and Equipment.
First Mortgage Bonds Montville St. Ry. Co.	Montville St. Ry.		10.46	23,900	Road and Equipment.
First Mortgage Bonds New London St. Ry. Co.	New London St. Ry.		6.26	23,962	Road and Equipment.
First Mortgage Bonds Middletown Horse Ry. Co.	Middletown Horse Ry.		7.01	21,398	Road and Equipment.
First Mortgage Bonds Portland St. Ry. Co.	Portland St. Ry.		2.80	10,714	Road and Equipment.
First Mortgage Bonds Hartford, Man. & Rockville Tram. Co.	Hartford, Man. & Rockville Tram.		16.89	11,841	Road and Equipment.
First Mortgage Bonds Hartford St. Ry. Co.	Hartford St. Ry.		59.44	42,059	Road and Equipment.

Security for Funded Debt.—Continued.

Class of bond or obligation.	ROAD MORTGAGED.			Amount of mortgage per mile of line.	Equipment, income, securities and other property mortgaged.
	From—	To—	Miles.		
First Mortgage Bonds Greenwich Tramway Co.	Greenwich Tramway		9 10	35,164	Road and Equipment.
First Mortgage Bonds Branford Electric Co.	Branford Electric Co.				
First Con. Mortgage Bonds Branford Light and Water Co.	Branford, Light & Water Co.		5.15	71,844	Road and Equipment.
First Mortgage Bonds Torrington & Winchester St. Ry.	Torrington & Winchester St. Ry.		12.41	12,087	Road and Equipment.
First Mortgage Bonds Meriden, South. & Compounce Tram. Co.	Meriden, Southington & Compounce Tram. Co.		11 64	15,034	Road and Equipment.
First Mortgage Bonds Pawtuxet Valley R. R.	Pontiac, R. I.	Hope, R.I.	5.67	28,219	Road and Equipment.
Con. Mortgage Bonds New England R. R.	All property of the former N. E. R. R.		364.25	48,043	Road and Equipment.
First Mortgage Bonds Stafford Springs St. Ry.	Rockville, Ct.	Stafford Spr'gs, Ct.	12.90	31,007	Road and Equipment.
First Mortgage Gold Notes Roxbury Central Wharf Co.	Real Estate, Boston Mass.		.....	.....	Real Estate owned.

Expenditures for Additions and Betterments During the Year.

Account.	Total.
Right of way and station grounds,	\$291,131.00
Real estate,	Cr. 28,626.83
Widening cuts and fills,	5,590.79
Protection of banks,	9,711.54
Grade revisions and changes of line,	344,210.74
Bridges, trestles, and culverts,	83,662.19
Increased weight of rail,	12,833.90
Improved frogs and switches,	1,360.24
Track fastenings and other material,	107.67
Ballast,	153,808.79
Additional main tracks,	247,748.97
Sidings and spur tracks,	43,490.77
Terminal yards,	15,421.09
Fencing right of way,	1,834.06
Improvement of over and under grade crossings,	Cr. 13,519.81
Track elevation, elimination of grade crossings, etc.,	260,516.69
Interlocking apparatus,	10,734.06
Block and other signal apparatus,	42,012.13
Telegraph and telephone lines, Cannot be separated,	3,979.01
Station buildings and fixtures,	206,602.96
Shops, enginehouses, and turntables,	34,449.15
Shop machinery and tools,	3,391.38
Water and fuel stations,	27,240.08
Grain elevators and storage warehouses,	81.01
Dock and wharf property,	61,117.94
Electric light and power plants,	Cr. 626,639.72
Electric-power transmission,	Cr. 29,994.21
Miscellaneous structures,	Cr. 32,752.69
Equipment,	1,953,476.20
Cost of road purchased,	47,761.44
Total — entire line,	\$3,130,740.54

Road and Equipment—Investment Since June 30, 1907.

Account.	Expenditures for additions and betterments during the year.	Total expenditures, July 1, 1907, to June 30, 1909.	Total expenditures, July 1, 1907, to June 30, 1910.
I. Road:			
Engineering,	\$54,931.41	\$130,939.25	\$185,860.66
Right of way and station grounds, .	288,104.95	599,139.87	887,244.82
Real estate,	Cr. 28,626.83	2,204,329.57	2,175,702.74
Grading,	205,331.28	1,015,364.45	1,220,695.73
Tunnels,	404,753.99	940,639.55	1,345,393.54
Bridges, trestles and culverts, . .	143,211.07	1,214,956.85	1,358,167.92
Ties,	37,424.63	105,786.30	143,210.93
Rails,	26,882.37	308,813.87	335,696.24
Frogs and Switches,	Cr. 3,380.51	45,176.20	41,795.69
Track fastenings and other material,	11,385.23	86,749.55	98,134.78
Ballast,	63,281.59	90,637.69	153,919.28
Track laying and surfacing, . . .	62,246.04	184,752.35	246,998.39
Roadway tools,	510.52	385.96	896.48
Fencing right of way,	4,963.92	15,354.33	20,318.25
Crossings and signs,	169,941.57	330,940.72	500,882.29
Interlocking and other signal apparatus,	63,881.05	459,510.58	523,391.63
Telegraph and telephone lines, . .	4,351.66	9,871.95	14,223.61
Station buildings and fixtures, . .	214,182.06	769,836.50	984,018.56
General office buildings and fixtures, . . . . .	.....	7,661.55	7,661.55
Shops, enginehouses, and turntables, .	11,655.63	74,935.87	86,591.50
Shop machinery and tools,	15,655.28	163,781.69	179,436.97
Water stations,	8,313.25	39,313.07	47,626.32
Fuel stations,	12,772.90	12,959.25	25,732.15
Grain elevators,	81.01	428.64	509.65
Storage warehouses, . . . . .	.....	26.67	26.67
Dock and wharf property,	54,502.20	12,346.72	66,848.92
Electric-light plants, . . . . .	.....	2,094.97	2,094.97
Electric-power plants,	Cr 628,139.40	496,187.27	Cr. 131,952.13
Electric-power transmission, . . .	Cr. 41,971.22	255,854.66	213,883.44
Miscellaneous structures,	Cr. 30,414.81	12,866.94	Cr. 17,547.87
Cost of road purchased,	47,761.44	24,758,040.59	24,805,802.03
Total,	\$1,173,582.28	\$34,349,683.43	\$35,523,265.71
II. Equipment:			
Steam locomotives,	\$3,340.48		\$3,340.48
Electric locomotives,	53,021.55	\$435,320.85	488,342.40
Passenger-train cars,	293,102.13	2,666,373.09	*2,959,475.22
Freight-train cars,	1,576,993.59	18,103,994.22	19,680,987.81
Work equipment,	27,018.45	9,975.28	36,993.73
Total,	\$1,953,476.20	\$21,215,663.44	\$23,169,139.64
III. General Expenditures:			
Law expenses,	\$43.08	\$1,976.65	\$2,019.73
Interest and commissions, . . . .	.....	77,383.48	77,383.48
Other expenditures,	3,638.98	275,451.38	279,090.36
Total,	\$3,682.06	\$354,811.51	358,493.57
Recapitulation,			
I. Road,	\$1,173,582.28	\$34,349,683.43	\$35,523,265.71
II. Equipment,	1,953,476.20	21,215,663.44	23,169,139.64
III. General expenditures,	3,682.06	354,811.51	358,493.57
Total—entire line,	\$3,130,740.54	\$55,920,158.38	\$59,050,898.92

* Includes expenditures of \$144,121.21 this year for "Motor Cars," also \$2,329.12 shown originally in last year's report as "Motor Cars," but afterwards transferred to "passenger Train Cars," in accordance with Mr. Burleigh's letter of May 16, 1910—M 52396.

Summary of Road and Equipment.

Account.	Amount—Entire line.
INVESTMENT TO JUNE 30, 1907:	
Road,	\$78,378,611.83
Equipment,	32,792,939.81
Investment since June 30, 1907,	59,050,898.92
Total,	<u>\$170,222,450.56</u>
Reserve for accrued depreciation—Cr.,	1,872,720.54
Net total,	<u>\$168,349,730.02</u>
Cost per mile of line,	161,734.78

Income Account.

OPERATING INCOME:

Rail Operations:

Operating revenues,	\$60,693,667.55
Operating expenses,	<u>38,689,215.76</u>

Net operating revenue, \$22,004,451.79

Outside Operations:

Revenues,	\$2,223,306.62
Expenses,	<u>914,836.61</u>

Net revenue from outside
operations, 1,308,470.01

Total net revenue, \$23,312,921.80

Taxes accrued, 3,983,377.01

Operating income, \$19,329,544.79

OTHER INCOME:

Rents accrued from lease of road, \$21,000.00

Other Rents — Credits:

Hire of equipment—balance,	\$1,055.42
Joint facilities,	3,082.20
Miscellaneous rents,	<u>308,043.03</u>

312,180.65

Separately operated properties
— profit, 2,254,278.58

Dividends on stocks owned or
controlled, 3,504,568.52

Interest accrued on funded debt
owned or controlled, 887,103.94

Interest on other securities,
loans, and accounts, 2,012,293.50

Total other income, 8,991,425.19

Gross corporate income, \$28,320,969.98

Income Account — Continued.

DEDUCTIONS FROM GROSS CORPORATE INCOME:

Rents accrued for lease of other roads,	\$5,133,717.31	
Other Rents — Debits:		
Joint facilities,	\$1,474,395.00	
Miscellaneous rents,	228,034.76	
		1,702,429.76
Interest accrued on funded debt,		10,202,492.98
Other interest,		474,965.77
Other deductions,		10,489.81
		<hr/>
Total deductions from gross corporate income,		17,524,095.63
		<hr/>
Net corporate income, .		\$10,796,874.35

DISPOSITION OF NET CORPORATE INCOME:

Dividends Declared:

On common stock:

2% payable Sept. 30, 1909,	\$2,000,000.00	
2% payable Dec. 31, 1909,	2,437,562.00	
2% payable Mar. 31, 1910,	2,437,562.00	
2% payable June 30, 1910,	2,437,562.00	\$9,312,686.00

On receipts outstanding for installments paid:

50 cents per share payable Mar. 31, 1910,	\$223,181.50		
50 cents per share payable June 30, 1910,	223,213.50	446,395.00	9,759,081.00

Balance for year carried forward to credit of profit and loss,			\$1,037,793.35
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Profit and Loss Account.

Debit.	Credit.
Deductions for Year :	Balance June 30, 1909, \$12,999,443.02
Investment in Ridgefield & New York R. R. Co. written off, . . . \$41,954.98	Balance for year brought forward from income account, . . . 1,037,793.35
Premium on Worcester & Connecticut Eastern Railway Co. Bonds, purchased for Sinking Fund, . . . 1,755.00	Additions for Year :
Extraordinary renewals in prior years on Street Ry. properties in Connecticut, . . . 299,231.92	Premium on The Consolidated Railway Co. debentures purchased and retired, . . . 12,050.00
Balance Credit, June 30, 1910, carried to Balance Sheet (p 297), . . . 14,196,253.47	Interest on bonds of the Poughkeepsie and Eastern Railway Co., prior to July 1, 1909, but received during present fiscal year, . . . 310,416.67
	Premium on 6% convertible debenture certificates acquired and sold. \$159,932.33
	Payment to Trustees Sinking Fund, Worcester & Conn. Eastern Railway Co. Bonds, charged against income in prior year, . . . 19,560.00
\$14,539,195.37	\$14,539,195.37

Operating Revenues.

Account.	Total Revenues.
I. REVENUE FROM TRANSPORTATION:	
1. Freight revenue,	\$30,110,588.30
2. Passenger revenue,	24,885,864.74
3. Excess baggage revenue,	190,882.01
5. Mail revenue,	645,571.89
6. Express revenue,	3,029,967.47
7. Milk revenue (on passenger trains),	131,748.96
8. Other passenger-train revenue,	121,854.99
Total passenger service train revenue (accounts Nos. 2 to 8),	\$29,005,890.06
9. Switching revenue,	257,389.66
10. Special service train revenue,	13,877.08
11. Miscellaneous transportation revenue,	1,350.98
Total revenue from transportation (accounts Nos. 1 to 11),	\$59,389,096.08

Operating Revenues—Continued.**II. REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION:**

12. Station and train privileges,	\$123,998.37
13. Parcel-room receipts,	12,855.25
14. Storage—freight,	37,342.11
15. Storage—baggage,	11,401.91
16. Car service,	269,715.30
17. Telegraph and telephone service,	52,051.42
18. Rents of buildings and other property,	86,346.26
19. Miscellaneous,	438,651.86

Total revenue from operations other than transportation,

21. Joint facilities revenue—credit,	\$1,032,362.48
	272,208.99

Total operating revenues—entire line, \$60,693,667.55

Securities Owned — Stocks.

NOT HELD IN SINKING OR OTHER FUNDS.

Name of corporation and security.	UNPLEGGED.		DIVIDENDS.	
	Total par value.	Cost or book value.	Rate.	Amount.
Stock of Proprietary, Affiliated and Controlled Companies held for Investment:				
Railway Companies, Active:				
Berkshire R. R. Co.,	\$856,100.00	\$1,526,094.65	6%	\$49,648.60
Boston & Prov. R.R. Corp'n, . . .	217,800.00	665,970.85	10%	20,412.50
Boston Terminal Co.,	200,000.00	200,000.00	....	.....
C. N. E. Ry. Co. { Com.,	4,488,675.93	702,297.64	....	.....
{ Pref.,	3,471,184.57	879,769.25	....	.....
Harlem River & P. C. R. R. Co., . .	1,000,000.00	1,000,000.00	7%	70,000.00
Hartf'd & Conn. West. R. R. Co., .	70,500.00	34,703.01	2%	1,410.00
Holyoke & Westfield R. R. Co., . .	20,000.00	20,000.00	14%	2,800.00
Milford, Frank. & Prov. R.R. Co., .	100,000.00	49,716.47	....	.....
Milford & Woon. R. R. Co.,	148,600.00	73,253.07	....	.....
New Haven & Northampton Co., . .	2,460,000.00	984,000.00	4%	98,400.00
New York Connecting R. R. Co., . .	1,500,000.00	1,527,204.33	....	.....
N. Y., O. & W. R.R. { Com.,	29,160,000.00	13,105,185.62	....	.....
{ Pref.,	2,200.00	3,212.00	6%	132.00
Norwich & Worcester R. R. Co., . .	69,200.00	158,229.92	8%	4,842.00
Old Colony R. R. Co.,	7,749,400.00	9,299,983.53	7%	512,879.50
Prov., Warren & Bristol R.R. Co., .	500.00	912.67	6%	30.00
Prov. & Worcester R. R. Co., . . .	311,800.00	912,426.43	10%	28,827.50
R.I. & Mass. R.R. Co. (Mass. Div.), .	100,000.00	191,700.00	....	.....
Total,	\$51,925,960.50	\$31,334,659.44	....	\$789,382.10
Other than Railway Companies, Active:				
Bengt'n & No. Adams St. Ry. Co., .	\$650,000.00	\$564,505.54	....	.....
Berkshire Street R. R. Co.,	1,928,800.00	2,891,226.88	....	.....
Connecticut Company,	40,000,000.00	40,000,000.00	1½%	\$600,000.00
Millbrook Company,	100,000.00	109,500.00	....	.....
N. Y. & Stamford Ry. Co.,	500,000.00	610,643.40	....	.....
N. Y., Westch'r & Boston Ry. Co. .	4,924,937.50	5,920,094.62	....	.....
The Rhode Island Co.,	9,685,500.00	24,220,978.90	6%	510,624.00
Total,	\$57,789,237.50	\$74,316,949.34	....	\$1,110,624.00
Other than Railway Companies, Inactive:				
Roxbury Central Wharf Co.,	\$700.00	\$7.00 A	....	.....
South Bay Wharf & Term. Co., . . .	900.00	9.00 A	....	.....
Total,	\$1,600.00	\$16.00	....	.....
Grand Total,	\$109,716,798.00	105,651,624.78	....	\$1,900,006.10

Note A — Nominal value. The N. Y., N. H. & H. R. R. owns entire property.

Securities Owned — Stocks — *Continued.*

Name of corporation and security.	UNPLEDGED.		DIVIDENDS DECLARED.	
	Total par value.	Cost or book value.	Rate.	Amount.
Miscellaneous Investments.				
Stocks of Companies not Proprietary, Affiliated or Controlled, held for investment:				
Railway Companies, Active:				
Narragansett Railroad Co., . .	\$18,700.00	\$18,700.00	4%	\$748.00
Wood River Branch R. R. Co., . .	33,600.00	21,477.50	....	.....
Total,	\$52,300.00	\$40,177.50	....	\$748.00
Other than Ry. Cos., Active:				
Boston Railroad Holding Co., . .	\$3,106,500.00	\$3,106,500.00	4%	\$124,260.00
Bristol & Plainville Tram. Co., .	81,900.00	127,428.26	7%	5,733.00
Birmingham Water Power Co., .	54,000.00	54,000.00	....	.....
New England Navigation Co., . .	53,000,000.00	54,510,969.39	3½%	1,365,000.00
Trustees of the Park Square Real Estate Trust,	5,200,000.00	5,071,331.87	....	.....
United States Transportat'n Co., . . . . .	.....	89,949.81	....	.....
Total,	\$61,442,400.00	\$62,960,179.33	....	\$1,494,993.00
Grand Total,	\$61,494,700.00	\$63,000,356.83	....	\$1,495,741.00

Securities Owned — Funded Debt.

Name of corporation or security.	UNPLEDGED.	
	Total par value.	Cost or book value.
Funded Debt of Proprietary, Affiliated or Controlled Companies held for Investment:		
Other than Railway Companies, Active:		
New York, Westchester & Boston Ry. Co.:		
First mortgage bonds,	\$15,000,000.00	\$15,000,000.00
First mortgage gold bonds,	100,000.00	100,000.00
	\$15,100,000.00	\$15,100,000.00

Dividends Declared on Stocks Owned or Controlled.

Name of stock owned or controlled and of corporations responsible therefor.	Par value of amount held.	Rate of dividend.	Income for respondent.	
West Shore Railway Co.,.....	\$37,075.00	.....	\$380.42	Sold during year.
New Bedford, Martha's Vineyard and Nantucket Steamboat Co.,....	40,000.00	6 %	2,400.00	Held by Old Colony R. R.*
Union Freight Railroad Co.,.....	287,000.00	7 %	20,090.00	Held by Old Colony R. R.*
Merchants & Miners Trans. Co.,....	2,500,000.00	2½%	62,500.00	Sold during year.
Providence, Warren & Bristol Railroad Co.,.....	337,100.00	6 %	20,226.00	Held by Old Colony R. R.*
			\$106,096.42	

Interest Accrued on Bonds Owned or Controlled.

Name of bonds owned or controlled and of corporation responsible therefor.	Date of maturity of bond.	INTEREST.		Amount held at par.	Income for respondent.	
		Rate % per annum.	Date.			
Merchants & Miners Transportation Co. debentures,.....	May 1, 1932	4	May & Nov.	\$3,250,000.00	\$115,194.45	Sold during year.
New England Navigation Co. debentures,.....	Nov. 13, 1955	4	May & Nov.	3,600,000.00	144,000.00	Held by Old Colony R. R.*
New England Navigation Co. debentures,.....	Jan. 1, 1955	4	Jan. & July	675,000.00	27,000.00	Held by Nor'ich & Worcester R.R.*
Harlem River & Port Chester R. R. Co.,....	June 1, 1911	4	June & Dec.	779,000.00	31,160.00	Held by trustees.
					\$317,354.45	

* The income from these securities accrues to The New York, New Haven & Hartford Railroad Company through the terms of the lease.

Name of Corporation and security.	Unpledged book value.	Unpledged income.
Miscellaneous Securities of Proprietary, Affiliated, and Controlled Companies:		
Railway Companies, Active:		
Harlem River and Port Chester R. R. Co., notes,	\$23,555,833.38	\$648,939.45
New York Connecting R. R. Co., notes, . . .	491,292.07	15,874.20
Total,	\$24,047,125.45	\$664,813.65
Other than Railway Companies, Active:		
City and County Contract Co., notes, . . .	\$150,000.00	\$250.00
New York and Stamford Ry. Co., notes, . . .	290,030.47	13,447.45
Westchester Street R. R. Co., advances, . . .	907,840.43	.....
*Millbrook Co., notes, . . . . .	.....	327,391.24
*The Rhode Island Co., notes, . . . . .	.....	2,464.99
Total,	\$1,347,870.90	\$343,553.68
Grand Total,	\$25,394,996.35	\$1,008,367.33

Interest Accrued on Bonds Owned or Controlled — *Continued*

Name of Corporation and security.	Unpledged book value.	Unpledged income.
Miscellaneous Investments:		
Railway Companies, Active:		
Wood River Branch R. R. Co., notes,	\$4,500.00	\$240.00
<hr/>		
Other than Railway Companies, Active:		
*Boston R. R. Holding Co., notes, . . . . .	.....	\$98,407.45
*New England Navigation Co., notes,	521,936.24
Trustees of the Park Square Real Estate, trust notes,	\$500,000.00	16,583.34
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Total,	\$500,000.00	\$636,927.03
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Grand total,	\$504,500.00	\$637,167.03
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Marketable Securities:		
Railway Companies, Active:		
Central New England Ry. Co., notes,	\$2,592,388.96	\$101,870.87
Providence, Warren, and Bristol R. R. Co., notes,	38,617.77	1,544.70
<hr/>		
Total,	\$2,631,006.73	\$103,415.57
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Other than Railway Companies, Active:		
Bennington & North Adams St. Ry. Co., notes,	\$351,493.18
New York Lock Co., bond,	1.00	.....
United Button Co., bond,	540.03
Village Water Co., assessment,	4.00
Vanity Fair Amusement Co., bond,	1.00
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Total,	\$352,044.21
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Grand total,	\$2,983,050.94	\$103,415.57

* Paid off during year.

NOTE — The par value of the above is same as the book value with exception of New York Lock Co.'s bond, par value \$100.00, and Vanity Fair Amusement Co.'s bond, par value \$486.50.

Securities Owned.

MARKETABLE SECURITIES — STOCKS.

Name of corporation and security.	Par value of securities owned.	Cost or book value.	DIVIDENDS DECLARED.	
			Rate.	Amount.
Railway Companies — Active :				
Pennsylvania Railroad Co.,	\$48,203.87	\$48,203.87	6 %	\$2,602.50
Other than Railway Companies— Active :				
Albany & Hudson R. R. Co.,.....	\$2,785.92	\$2,785.92 A	.....	.....
Iron Works Aqueduct and Water Co.,.....	100.00	100.00	5½%	\$5.50
Post Publishing Co.,.....	1,000.00	1,000.00 A	6 %	60.00
Quincy Quarries Co.,.....	1,900.00	2,110.00	3 %	57.00
Waterbury Hotel Corporation,...	1,500.00	1,500.00 A	.....	.....
Waterbury Publishing Co.,.....	1,000.00	1,000.00 A	.....	.....
Wirt Manufacturing Co.,.....	970.00	966.18	.....	.....
Total,.....	\$9,255.92	\$9,462.05	....	\$122.50
Grand Total,	\$57,459.79	\$57,665.92	....	\$2,725.00

NOTE A.—Held as lessee, Conn. Ry. and Lighting Co.

Securities Owned — *Continued.*

MARKETABLE SECURITIES — BONDS.

Name of corporation and security.	Par value of securities owned.	Cost or book value.	INTEREST ACCRUED.	
			Rate.	Amount.
Railway Companies—Active:				
Central New England Ry. Co., income bonds,.....	\$7,037,442.39	\$5,303,945.87	5%	\$352,747.19
Central New England Ry. Co., first mortgage bonds,.....	192,000.00	201,592.50	5%	9,525.41
Central New England Ry. Co. (P. & E. Ry.), first mort. bonds,	500,000.00	500,000.00	5%	25,000.00
Central New England Ry. Co. (N. D. & C.), income bonds,..	1,164,500.00	405,992.50	6%	69,870.00
Milford, Franklin & Providence R. R. Co., first mtg. gold bonds,	10,000.00	10,000.00	4%	400.00
Milford & Woonsocket R. R Co., first mtg. gold bonds,...	60,000.00	60,000.00	4%	2,400.00
Total,.....	\$8,963,942.39	\$6,481,530.87	....	\$459,942.60
Other than Railroad Companies —Active:				
Boston R. R. Holding Co., de- bentures,.....	\$20,012,000.00	\$20,012,000.00	4%	\$105,927.33
New York & Stamford Ry. Co., first and refunding mtg. gold bonds,.....	27,000.00	30,957.77	4%	1,800.00
Total,.....	\$20,039,000.00	\$20,042,957.77	....	\$107,727.33
Grand Total,.....	\$29,002,942.39	\$26,524,488.64	....	\$567,669.93

Summary of Securities Owned.

NOT HELD IN SINKING OR OTHER FUNDS.

Kind of Security.	Par value.	Dividends or interest.
STOCKS:		
Stocks of railway companies — active, .	\$52,026,464.37	\$792,732.60
Stocks of other than railway companies — active,	119,240,893.42	2,605,739.50
Stocks of other than railway companies — inactive,	1,600.00	.....
Dividends on stocks owned or controlled, .	.....	106,096.42
Total,	\$171,268,957.79	\$3,504,568.52

Summary of Securities Owned — Continued.

Kind of security.	Par value.	Dividends or interest.
FUNDED DEBT:		
Funded debt of respondent "in treasury,"	\$201,700.00	\$2,079.56
Funded debt of railway companies — active,	8,963,942.39	459,942.60
Funded debt of other than railway companies — active,	35,139,000.00	107,727.33
Interest on bonds owned or controlled, . . . . .	.....	317,354.45
Total,	\$44,304,642.39	\$887,103.94
MISCELLANEOUS SECURITIES:		
Miscellaneous securities of railway companies — active,	\$26,682,632.18	\$768,469.22
Miscellaneous securities of other than railway companies — active,	2,200,499.61	980,480.71
Total,	\$28,883,131.79	\$1,748,949.93

Does the respondent own or control any railway securities (stock, funded debt, or miscellaneous) through any intermediary which does not make an annual report to the Commission? Yes.

Insert below a list of such holdings, if any, giving name of corporation and of security held, par value of holdings, and name of intermediary through which control of such securities is established:

Name of Corporation.	Name of security.	Par value of securities held.	Name of Intermediary.
Mt. Vernon & Eastern R. R. Co.....	Capital Stock.	\$50,000.00	Millbrook Co.
New York & Westchester Town Site Co.	Bonds.	12,500.00	Millbrook Co.
Subway & Westchester Construction Co.	Capital Stock.	400,000.00	City & County Contract Co.
City & County Contract Co.....	Capital Stock.	690,000.00	New York, Westchester & Boston Railway Co.
Westchester Northern R. R. Co.....	Capital Stock.	60,000.00	City & County Contract Co.

ACCIDENT AND CASUALTY FUND:**Liabilities:**

Reserve for outstanding claims,	\$770,363.21
Assets (excluding securities):	
Cash on hand,	\$43,023.98
Accrued interest,	12,322.64

\$715,016.59

Summary of Securities Owned — Continued.

Kind of security.	Par value.	Dividends or interest.
INSURANCE FUND:		
Liabilities:		
Reserve for unsettled losses,	\$160,416.34	
Unearned premiums received from companies,	25,732.41	\$186,148.75
Assets (excluding securities):		
Cash on hand,	\$82,345.69	
Accrued interest and dividends,	15,489.27	
Prepaid insurance,	4,509.05	102,344.01
		\$83,804.74

Sinking and Other Funds.

Name of Fund.	Securities in fund.	Par value.	Cost.	Cash in fund.	Amount of fund June 30, 1910.
Worcester & Conn. Eastern Ry. Sinking Fund.	First mortgage bonds Worc. & Conn. Eastern Ry.,.....	\$38,000	\$38,000	.....	\$38,000.00
Trustees sinking fund account Harlem River & Port Chester R. R. Bonds.....	.....	.....	.....	\$229,840.00	229,840.00
Conn. Railway & Lighting Co. sinking fund....	First and refunding mortgage bonds of the Conn. Ry. & Lighting Co.,.....	341,000	341,000	62,509.48	403,509.48
					\$671,349.48

Sinking and Other Funds—Continued.

Name of Fund.	SECURITIES IN FUND.			Liabilities in excess of cash and assets excluding securities.	Amount of fund June 30, 1910.
	Name.	Par value.	Cost.		
Accident and Casualty fund.	First and refunding mort. bonds C. R. & L. Co.,	\$50,000.00	\$50,687.50	.....	.....
	First mortgage bond, Naugatuck R. R.,	1,000.00	1,000.00	.....	.....
	N. Y., N. H. & H. R. R. debentures, 1956,	254,800.00	236,369.92	.....	.....
	N. Y., N. H. & H. R. R. debentures, 1948,	213,200.00	234,475.00	.....	.....
	N. Y., N. H. & H. R. R. debentures, 1911,	55,000.00	54,613.75	.....	.....
	N. Y., N. H. & H. R. R. debentures, 1912,	30,000.00	29,803.75	.....	.....
	N. Y., N. H. & H. R. R. debentures, 1914,	45,000.00	42,750.00	.....	.....
	N. Y., N. H. & H. R. R. debentures, 1947,	9,000.00	7,740.00	.....	.....
	Providence Securities Co. debentures, 1957,	200,000.00	157,817.49	.....	.....
	American Tel. & Tel. Co. bonds, 1936,	35,000.00	32,550.00	.....	.....
	Chicago & Ea. Illinois R. R. bonds, 1937,	22,000.00	25,300.00	.....	.....
	Chicago, Bur. & Quincy R. R. (Illinois Division) mortgage bonds, 1949,	14,000.00	12,810.00	.....	.....
	Chicago, Rock Island & Pacific Ry, gen. mort. bonds, 1938,	33,000.00	33,000.00	.....	.....
	New Haven & Derby R. R. consol. mort. bonds, 1918,	1,000.00	1,050.00	.....	.....
	New Haven & Northampton Co. Northern Extension bonds, 1911,	54,000.00	54,540.00	.....	.....
	City National Bank, Holyoke, Mass., 100 shares,	10,000.00	11,500.00	.....	.....
	New Haven Water Co., 341 shares,	17,050.00	31,798.25	.....	.....
	New Haven Water Co., 69 shares, 66½ paid,	3,450.00	3,463.20	.....	.....
	New Haven Gas Light Co., 846 shares,	21,150.00	35,750.40	.....	.....
	Westinghouse Air Brake Co., 6 shares,	600.00	882.00	.....	.....
	Subscription to convertible debentures (Series D) New Haven Gas Light Co.,	7,100.00	* 5,325.00	.....	.....
	Subscription to 958 shares stock N. Y., N. H. & H. R. R. Co., with rights and interest,	95,800.00	119,909.08	.....	.....
		\$1,177,150.00	\$1,238,135.34	\$715,016.59	\$523,118.75

* Three instalments paid.

Sinking and Other Funds — *Continued.*

Name of Fund.	SECURITIES IN FUND.			Liabilities in excess of cash and assets ex- cluding securities.	Amount of fund June 30, 1910.
	Name.	Par value.	Cost.		
Insurance fund.	Prov. Securities Co. debentures, 1957,	\$519,000.00	\$449,624.38	.....	.....
	N. Y., N. H. & H. R. R. debentures, 1912,	50,000.00	50,000.00	.....	.....
	N. Y., N. H. & H. R. R. debentures, 1954,	2,000.00	1,823.32	.....	.....
	N. Y., N. H. & H. R. R. debentures, 1954, (scrip)	100.00	92.00	.....	.....
	N. Y., N. H. & H. R. R. con. debentures, 1956,	334,300.00	346,266.85	.....	.....
	N. Y., N. H. & H. R. R. con. debentures, 1948,	377,600.00	483,930.67	.....	.....
	Subscription to 1502 shares N. Y., N. H. & H. R. R. Co. stock, including rights and interest,	150,300.00	187,820.83	.....	.....
		\$1,433,300.00	\$1,519,558.04	\$83,804.74	\$1,435,753.30
Coal Insurance fund.	N. Y., N. H. & H. R. R. debentures, 1948,	\$10,000.00	\$13,400.00	.....	.....
	Subscriptions to 25 shares N. Y., N. H. & H. R. R. Co. stock, including interest,	2,500.00	789.16	.....	.....
	Total securities,	\$12,500.00	\$14,189.16	.....	.....
	Cash on hand,		\$4,331.55	.....	.....
	Accrued interest,		225.00	.....	.....
	Due from N. Y., N. H. & H. R. R. Co.,		909.21	.....	.....
			\$19,654.92	None.	\$19,654.92
	Total,				\$1,978,526.97

Reserves.**OPERATING RESERVES:**

None.

RESERVES FROM INCOME OR SURPLUS:

Invested in sinking and redemption funds:

Sinking fund for C. R. & L. Co. bonds, \$284,545.91

Total, \$284,545.91

Invested in other reserve funds:

Insurance fund, \$1,435,753.30

Accident and casualty fund, 523,118.75

Coal insurance fund, 19,654.92

Total, \$1,978,526.97

Not specifically invested:

None.

Property Abandoned, Chargeable to Operating Expenses.

None.

Advances to Proprietary, Affiliated, and Controlled Companies.

ADVANCES FOR CONSTRUCTION, EQUIPMENT, AND BETTERMENTS.		TEMPORARY ADVANCES FOR VARIOUS PURPOSES.	
Name of Company.	Amount.	Name of Company.	Amount.
New Haven & North- ampton,	\$64,045.91	Harlem River & Port Chester on account Sec- ond Mortgage Bonds,	\$779,000.00
Norwich & Worcester, Providence, Warren & Bristol,	495,937.74	New Haven & North- ampton,	876.42
	601,688.17	New York Connecting Co.,	113,480.34
		Old Colony R. R. Co., .	324,958.85
Total,	\$1,161,671.82	Total,	\$1,218,315.61

Obligations for Advances From Other Companies.

Advances for construction, equipment, and betterments, The Connecticut Co., \$474,803.98.

Temporary advances for various purposes, none.

Operating Expenses—Entire Line.

Account.	Amount.	Ratio to total of general account.	Ratio to total operating expenses.
I. Maintenance of Way and Structures:		Per cent.	Per cent.
Superintendence,	\$211,929.64	.0297	.0055
Ballast,	49,087.14	.0069	.0013
Ties,	1,004,444.71	.1408	.0260
Rails,	315,278.88	.0442	.0081
Other Track Material,	304,196.24	.0426	.0079
Roadway and Track,	2,151,408.35	.3016	.0556
Removal of Snow, Sand, and Ice,	175,177.04	.0246	.0045
Tunnels,	11,943.07	.0017	.0003
Bridges, Trestles, and Culverts,	322,034.88	.0452	.0083
Over and Undergrade Crossings,	91,229.09	.0128	.0024
Grade Crossings, Fences, Cattle Guards, and Signs,	132,757.67	.0186	.0034
Snow and Sand Fences and Snow Sheds,	94.10	.0000	.0000
Signals and Interlocking Plants,	352,793.29	.0495	.0091
Telegraph and Telephone Lines,	62,176.74	.0087	.0016
Electric Power Transmission,	132,297.71	.0186	.0034
Buildings, Fixtures and Grounds,	834,361.66	.1170	.0216
Docks and Wharves,	184,395.07	.0258	.0048
Roadway Tools and Supplies,	62,653.42	.0088	.0016
Injuries to Persons,	42,633.36	.0059	.0011
Stationery and Printing,	4,114.74	.0006	.0001
Other Expenses,	95,988.82	.0135	.0025
Maintaining Joint Tracks, Yards, and Other Facilities—Dr.,	593,606.01	.0832	.0153
Maintaining Joint Tracks, Yards, and Other Facilities—Cr.,	2,230.49	.0003	.0001
Total—Maintenance of Way and Structures,	\$7,132,375.64	100.00	18.43
II. Maintenance of Equipment:			
Superintendence,	\$180,758.18	.0280	.0047
Steam Locomotives—Repairs,	2,209,833.14	.3420	.0571
Steam Locomotives—Renewals,	836.33	.0001	.0000
Steam Locomotives—Depreciation,	59,956.58	.0093	.0016
Electric Locomotives—Repairs,	140,983.20	.0218	.0037
Passenger Train Cars—Repairs,	893,110.70	.1382	.0231
Passenger-Train Cars—Renewals,	48,327.65	.0074	.0012
Passenger-Train Cars—Depreciation,	139,568.70	.0216	.0036
Freight-Train Cars—Repairs,	1,315,842.99	.2036	.0340
Freight-Train Cars—Renewals,	66,733.38	.0103	.0017
Freight-Train Cars—Depreciation,	400,987.03	.0620	.0103
Electric Equipment of Cars—Repairs,	41,635.24	.0064	.0011
Floating Equipment—Repairs,	265,680.56	.0411	.0069
Floating Equipment—Depreciation,	85,064.59	.0132	.0021
Work Equipment—Repairs,	45,449.25	.0071	.0011
Work Equipment—Renewals,	10,104.98	.0016	.0003
Work Equipment—Depreciation,	6,368.92	.0010	.0002
Shop Machinery and Tools,	265,258.82	.0411	.0069
Power Plant Equipment,	36,758.00	.0057	.0009
Injuries to Persons,	16,895.10	.0026	.0004
Stationery and Printing,	1,155.35	.0002	.0001
Other Expenses,	232,247.29	.0360	.0060
Maintaining Joint Equipment at Terminals— Dr.,	1,878.79	.0003	.0001
Maintaining Joint Equipment at Terminals— Cr.,	3,662.55	.0006	.0001
Total—Maintenance of Equipment,	\$6,461,772.22	100.00	16.70

Operating Expenses—Entire Line.—Continued.

Account.	Amount.	Ratio to total of general account.	Ratio to total operating expenses.
III. Traffic Expenses :		Per cent.	Per cent.
Superintendence,	\$146,876.69	.4185	.0038
Outside Agencies,	60,598.90	.1727	.0016
Advertising,	89,202.59	.2542	.0023
Traffic Associations,	10,125.94	.0289	.0003
Stationery and Printing,	43,559.83	.1241	.0011
Other Expenses,	579.10	.0016	.0000
Total—Traffic Expenses,	\$350,943.05	100.00	.0091
IV. Transportation Expenses :			
Superintendence,	\$290,513.34	.0122	.0075
Dispatching Trains,	151,939.75	.0066	.0039
Station Employees,	4,478,827.64	.1952	.1158
Station Supplies and Expenses,	373,080.53	.0163	.0096
Yardmasters and their Clerks,	359,518.25	.0157	.0093
Yard Conductors and Brakemen,	936,774.67	.0408	.0242
Yard Switch and Signal Tenders,	197,731.38	.0086	.0051
Yard Supplies and Expenses,	30,645.56	.0013	.0008
Yard Enginemen,	509,849.69	.0222	.0132
Enginehouse Expenses—Yard,	125,749.56	.0055	.0033
Fuel for Yard Locomotives,	722,580.22	.0315	.0187
Water for Yard Locomotives,	27,101.13	.0012	.0007
Lubricants for Yard Locomotives,	13,644.11	.0006	.0004
Other Supplies for Yard Locomotives,	10,347.04	.0005	.0003
Operating Joint Yards and Terminals—Dr.,	778,800.63	.0339	.0202
Operating Joint Yards and Terminals—Cr.,	44,714.87	.0019	.0011
Motormen,	141,890.29	.0063	.0037
Road Enginemen,	1,786,881.50	.0779	.0462
Enginehouse Expenses—Road,	604,952.83	.0263	.0156
Fuel for Road Locomotives,	4,259,994.21	.1857	.1101
Water for Road Locomotives,	283,576.35	.0124	.0073
Lubricants for Road Locomotives,	77,475.01	.0034	.0020
Other Supplies for Road Locomotives,	74,806.33	.0033	.0019
Operating Power Plants,	230,075.71	.0100	.0059
Purchased Power,	97,280.57	.0042	.0025
Road Trainmen,	2,452,910.51	.1069	.0634
Train Supplies and Expenses,	656,279.39	.0286	.0170
Interlockers and Block and Other Signals— Operation,	596,172.54	.0259	.0154
Crossing Flagmen and Gatemen,	870,022.61	.0161	.0096
Drawbridge Operation,	63,564.22	.0028	.0016
Clearing Wrecks,	53,326.28	.0023	.0014
Telegraph and Telephone—Operation,	157,744.40	.0069	.0041
Operating Floating Equipment,	655,539.97	.0290	.0169
Stationery and Printing,	241,221.29	.0105	.0062
Other Expenses,	14,544.34	.0006	.0004
Loss and Damage—Freight,	334,565.87	.0146	.0087
Loss and Damage—Baggage,	2,967.56	.0001	.0001
Damage to Property,	116,865.15	.0051	.0030
Damage to Stock on Right of Way,	586.67	.0000	.0000
Injuries to Persons,	518,611.72	.0226	.0132
Operating Joint Tracks and Facilities—Dr.,	190,334.40	.0083	.0049
Operating Joint Tracks and Facilities—Cr.,	1,733.41	.0000	.0000
Total—Transportation Expenses,	\$22,942,674.94	100.00	.5930

Operating Expenses—Entire Line.—*Concluded.*

Account.	Amount.	Ratio to total of general account.	Ratio to total operating expenses.
V. General Expenses:		Per cent.	Per cent.
Salaries and Expenses of General Officers, .	\$181,683.06	.1009	.0047
Salaries and Expenses of Clerks and Attendants,	510,382.81	.2833	.0131
General Office Supplies and Expenses, . .	38,441.17	.0214	.0010
Law Expenses,	254,362.23	.1412	.0066
Insurance,	336,220.32	.1866	.0087
Pensions,	100,048.54	.0555	.0026
Stationery and Printing,	55,873.60	.0310	.0015
Other Expenses,	305,651.43	.1697	.0079
General Administration Joint Tracks, Yards, and Terminals—Dr.,	18,786.75	.0104	.0005
Total—General Expenses,	\$1,801,449.91	100.00	.0466
Recapitulation of Expenses:			
I. Maintenance of Way and Structures, .	\$7,132,375.64	.....	.1843
II. Maintenance of Equipment,	6,461,772.22	.....	.1670
III. Traffic Expenses,	350,943.05	.....	.0091
IV. Transportation Expenses,	22,942,674.94	.....	.5930
V. General Expenses,	1,801,449.91	.....	.0466
Total Operating Expenses,	\$38,689,215.76	... ..	100.00

Ratio of Operating Expenses to Operating Revenues, 63.74 per cent.

Summary of Revenues and Expenses of Outside Operations and Other Properties.

(a) OUTSIDE OPERATIONS.

Designation.	Revenues.	Expenses.	Net revenue or deficit.
Ferry lines,	\$2,592.03	\$7,302.74	Cr. \$4,710.71
Sleeping-car service,	560,289.48	87,467.76	472,821.72
Parlor and chair car service,	1,022,338.16	294,727.46	727,610.70
Dining and special car service,	513,797.89	436,502.68	77,295.21
Hotels and restaurants,	86,223.14	81,237.38	4,985.76
Miscellaneous:			
Midway icing plant,	4,674.70	4,407.27	267.43
Lighterage,	30,732.87	.....	30,732.87
Periodical advertising,	846.50	1,048.26	Cr. 201.76
Boston dormitories (or rest rooms),	1,811.85	2,143.06	331.21
Total,	\$2,223,306.62	\$914,836.61	\$1,308,470.01

(b) OTHER PROPERTIES.

None.

Rents Receivable.**1. FROM JOINT FACILITIES.**

Facility Leased.	Location.	Name of lessee.	Amount.
Joint tracks : Use of tracks,	Acton Jct. to Concord Jct.	Boston & Maine R. R.,	\$3,082.20

2. FROM LEASE OF ROAD.

Road leased.	Location.	Name of Lessee.	Amount.
New York State Line to Mianus River, . . .	State of Connecticut,	New York and Stam- ford Ry. Co., . . .	\$20,000.00
Wicopee Jct. to Fishkill Landing,	State of New York,	The Central New Eng- land Ry. Co., . . .	1,000.00
Total, . . . . .	. . . . .	. . . . .	\$21,000.00

3. MISCELLANEOUS RENTS.

Total, \$308,043.03

NOTE— This amount covers rents received from a large number of tenants in amounts from \$1.00 up.

Miscellaneous Income.

None.

Rents Payable.

1. FOR JOINT FACILITIES.

Facility leased.	Location of property.	Name of lessor.	Item.
Joint Tracks :			
Tolls,	Woodlawn Jct. to G. C. Station,	N. Y. & Harlem R. R.	\$358,649.69
Use of tracks, . .	Sterling Jct. to Worcester, Mass.,	Boston & Maine R. R.	25,000.00
" " "	Hopewell Jct. to Poughkeepsie,	Cent. New Eng. Ry.	4,241.16
Total, . . . .	. . . . .	. . . . .	\$387,890.85
Joint Yard and Terminals :			
Grand Cent. Station, Mott Haven Yard Distributing System, Sta. accommodations,	New York City, 125th St., N. Y. City, Springfield, Mass., . . Pittsfield, Mass., . . Worcester, Mass., . . Ashland, Mass., . . Westfield, Mass., . . Newton Highlands, Mass. So. Framingham, Mass. Lowell, Mass., Northampton, Mass., . Fitchburg, Mass., . . North Acton, Mass., . . Shelburne Falls, Mass.,	N. Y. C. & H. R. R. R.	\$662,909.95
" " "		" "	9,242.97
" " "		" "	13,500.00
" " "		" "	1,999.95
" " "		" "	9,600.00
" " "		" "	748.02
" " "		" "	1,755.00
" " "		" "	450.00
" " "		" "	1,406.25
" " "		Boston & Maine R. R.	600.00
" " "		" "	800.00
Station facilities, . .		" "	800.06
" " "		" "	5.00
" " "		Boston & Maine R. R.	100.04
" " "		Cent. New Eng. Ry.	1,958.00
" " "	H'pwell Crossing, N. Y.	" " " "	146.64
Terminal facilities, .	Sterling Jct., Mass., .	Boston & Maine R. R.	384.24
" " "	Boston, Mass., . . .	Boston Terminal Co.	374,006.25
Sta. & track facilities,	New London, Conn., .	N. Lond'n Union Sta.	6,091.78
Total, . . . .	. . . . .	. . . . .	\$1,086,504.15
Grand total, . . .	. . . . .	. . . . .	\$1,474,395.00

Rents Payable — *Continued.*

2. FOR LEASE OF ROAD.

Road leased.	Guaranteed interest on bonds.	Guaranteed dividends on stocks.	Cash.	Total.
Old Colony R. R.	\$586,720.00	\$1,391,005.00	\$10,263.04	\$1,987,988.04
Boston & Providence R. R.	86,800.00	400,000.00	9,919.20	496,719.20
Prov. & Worcester R. R.	60,000.00	350,000.00	6,000.00	416,000.00
Norwich & Worcester R. R.	48,000.00	240,000.00	2,504.16	290,504.16
Harlem River & P. C. R. R.	40,000.00	70,000.00	648,939.45	758,939.45
New Haven & N. H. Co.,	131,000.00	98,400.00	.....	229,400.00
Holyoke & Westfield R. R.	.....	.....	46,000.00	46,000.00
Berkshire R. R.	.....	63,864.00	.....	63,864.00
Prov., Warren & Bristol,	.....	26,244.00	2,565.93	28,809.93
Plymouth & Middleboro,	11,250.00	.....	100.00	11,350.00
Milford & Woonsocket,	2,400.00	.....	.....	2,400.00
Milford, Franklin & Prov.,	400.00	.....	.....	400.00
Chatham R. R.	.....	.....	5,562.85	5,562.85
West Shore R. R.	1,000.00	2,666.66	.....	3,666.66
Conn. Ry. & Lighting Co.,	407,617.99	.....	364,882.01	772,500.00
Betterments on leased roads as under:				
Boston & Providence,	.....	.....	10,874.10	10,874.10
Providence & Worcester,	.....	.....	8,069.63	8,069.63
Prov., Warren & Bristol,	.....	.....	139.26	139.26
Harlem R. & P. C. R. R.,	.....	.....	91.37	91.37
Old Colony R. R.,	.....	.....	298.67	298.67
Norwich & Worcester,	.....	.....	127.17	127.17
Holyoke & Westfield,	.....	.....	12.82	12.82
	\$1,375,187.99	\$2,642,179.66	\$1,116,349.66	\$5,133,717.31

MISCELLANEOUS RENTS.

Name.	Location.	Lessor.	Item.
G. C. Sta., Room 600,	New York City,	N. Y. C. & H. R. R. R.,	\$93.10
Piers,	East River, N. Y. city,	City of New York et al.,	191,058.86
"	Brooklyn, N. Y.,	Ireland Real Estate Co.,	6,783.75
Wharf,	South Boston, Mass.,	Boston Wharf Co.,	27,500.00
"	Newport, R. I.,	Trustees Long Wharf,	1,400.00
Land,	Canaan, Conn.,	Central New Eng. Ry.,	1.00
"	So. Worcester, Mass.,	N. Y. C. & H. R. R. R.,	1.00
"	Holyoke, Mass.,	Holyoke Water P. Co.,	150.00
Street franchise,	Providence, R. I.,	City of Providence,	1,000.00
Station facilities,	West Dudley, Mass.,	C. W. Weld,	6.25
Car barn, . . .	Rockville, Conn.,	Connecticut Co.,	40.80
Total, . . . .	. . . . .	. . . . .	\$228,034.76

Other Deductions from Income.

Nature of deduction.	Amount.
Payments to The Rhode Island Co., in accordance with agreement dated Feb. 29, 1904,	\$5,186.27
Payments to the Central New England Ry. Co., account adjustment of N. D. & C. Ry. account,	5,303.54
Total,	<u>\$10,489.81</u>

Separately Operated Properties.

Name of property.	Location.	Total net profit.
The Connecticut Company,	Street Rys. in State of Conn.,	\$2,254,278.58

Recapitulation of Hire of Equipment.

	Amount receivable.	Amount payable.
A. Equipment leased,	0	0
B. Equipment interchanged,	\$1,652,294.49	\$1,567,627.05
C. Private cars,	0	83,612.02
<hr/>		
Total,	\$1,652,294.49	\$1,651,239.07
Balance,	1,055.42	

Car Mileage.

AMOUNT PAID CAR LINES FROM JULY 1, 1909, TO JUNE 30, 1910.

Name of owner	Cars used	Description	Car miles and rate of compensation		
			3/4c rate	6/10c rate	Amount
American Cotton Oil Co.,		Tank,	165,261	.....	\$ 1,239.48
American Linseed Co.,		Tank,	10,236	.....	76.79
American Refrigerator Transit Co.,		Refrigerator,	110,016	.....	825.15
American Tank Line,		Tank,	9,943	.....	74.36
Arms Palace Horse Car Co.,		Horse,	.....	27,966	167.79
Atlantic Seaboard Despatch,		Refrigerator and Tank,	6,836	.....	51.29
American Tar Co.,		Tank,	1,091	.....	8.19
American Live Stock Transportation Co.,		Stock,	.....	617	3.70
Armour Car Lines,		Refrigerator and Box,	2,376,105	26,274	17,978.49
Bird & Son, F. W.,		Tank,	791	.....	2.41
Binn's Chemical Co.,		Tank,	320	.....	5.97
Berwind-White Coal Mining Co.,		Coal,	.....	706,740	4,240.44
Beadleston & Woerz,		Refrigerator,	2,714	.....	20.38
Brill & Co., J. G.,		Flat,	.....	933	5.60
Burton, J. K.,		Tank,	360	.....	2.70
Basic Extract Co.,		Tank,	5,058	.....	37.95
Bulah Coal Co.,		Coal,	.....	9,409	56.46
Bay Terminal,		Tank,	31	.....	.23
Baltimore Mfg. Co.,		Tank,	6,918	.....	51.89
Big Bend Coal Mining Co.,		Coal,	.....	272	1.64
Buckeye Transportation Co.,		Refrigerator,	918	.....	6.89
Buch & Co., E. A.,		Tank,	192	.....	1.44
Barrett Mfg. Co.,		Tank,	604	.....	4.53
Chicago, New York & Boston Refrigerator Co.,		Refrigerator,	64,291	.....	482.20
Chicago Refrigerator Car Co.,		Refrigerator,	41,418	.....	310.65
Cold Blast Transportation Co.,		Refrigerator,	349,759	.....	2,623.20
Cleveland Provision Co.,		Refrigerator,	527	.....	3.95
Cochrane Chemical Co.,		Tank,	532	.....	3.99
Columbia Tank,		Tank,	4,430	.....	33.23
Crescent Tank Line,		Tank,	13,502	.....	101.28
Cudahy Refrigerator Line,		Refrigerator,	625,492	.....	4,691.28
Cudahy Milwaukee Refrigerator Line,		Refrigerator,	742	.....	5.57
Cutting Car Co.,		Rack,	.....	8,343	50.04

Car Mileage—Continued.
AMOUNT PAID CAR LINES FROM JULY 1, 1909, TO JUNE 30, 1910.

Name of owner	Cars used	Description	Car miles and rate of compensation		
			3/4c rate	6/10c rate	Amount
Colonial Tank,		Tank,	8,498	.....	63.76
Clapp Ammonia Co., B. P.,		Tank,	1,103	.....	8.30
Chilhowee Extract Co.,		Tank,	422	.....	3.17
Cedar Rapids Refrigerator Line,		Refrigerator,	11,420	.....	85.66
Cold Blast Refrigerator Transit Line,		Refrigerator,	1,159	.....	8.72
Canfield Oil Co.,		Tank,	102	.....	.77
Cherokee Tanning Extract Co.,		Tank,	26	.....	.20
Champion Fibre Co.,		Tank,	23,680	.....	177.63
Complanters' Tank Line,		Tank,	8,958	.....	67.20
Crystal Car Line,		Tank,	3,415	.....	25.63
Conevango Refining Co.,		Tank,	105	.....	.79
Chicago Stock Express,		Stock,	.....	1,178	7.07
Continental Refining Co.,		Tank,	2,133	.....	16.00
Charleston Cotton Oil & Refining Co.,		Tank,	3,371	.....	25.28
Dairy Shippers' Despatch,		Refrigerator,	34,354	.....	257.68
Dold Packing Co., Jacob,		Refrigerator,	21,787	.....	163.44
Doud Stock Car Co.,		Stock,	.....	1,828	10.97
Delaware River & Union R. R.,		Tank,	3,021	.....	22.67
East Jersey R. R. & Terminal Co.,		Tank,	64,174	.....	481.33
Excelsior Oak Extract Co.,		Tank,	329	.....	2.47
Eastern Live Stock Express,		Stock,	.....	882	5.29
Express Car Line, Light Co.,		Horse and auto,	.....	52	.31
Elizabethtown Gas		Tank,	408	.....	3.06
Emery Mfg. Co.,		Tank,	996	.....	7.47
Emulton Refining Co.,		Tank,	420	.....	3.16
Franklin Tank Line,		Tank,	11,284	.....	84.65
Freedom Oil Works,		Tank,	1,560	.....	11.70
Franklin Refining Tank Car Line,		Tank,	456	.....	3.42
German American Car Co.,		Refrigerator,	8,350	.....	62.65
Gulf Refining Co.,		Tank,	21,112	.....	158.36
Georges Creek Coal & Iron Co.,		Coal,	.....	290	1.74
General Electric Co.,		Flat,	.....	1,018	6.11
Germania Refining Co.,		Tank,	20,328	.....	152.47

Car Mileage—Continued.

AMOUNT PAID CAR LINES FROM JULY 1, 1909, TO JUNE 30, 1910.

Name of owner	Cars used	Description	Car miles and rate of compensation		
			$\frac{3}{4}$ c rate	6/10c rate	Amount
Glade Oil Works,		Tank,	296	.....	2.23
Heald & Company, John H.,		Tank,	2,658	.....	19.95
Heinz Company, H. J.,		Refrigerator,	7,864	.....	58.98
Hillaudale Stock Car Co.,		Stock,	.....	72	.25
Hartford Electric Light Co.,		Tank,	300	.....	2.25
Hammond Standish Co.,		Refrigerator,	52	.....	.39
Indianapolis Abattoir Co.,		Refrigerator,	67,781	.....	508.61
Island Petroleum Co.,		Tank,	202	.....	1.52
Indian Refining Co.,		Tank,	12,774	.....	95.83
Jamison Coal & Coke Co.,		Coal,	.....	19,064	114.38
Kingman Refrigerator Car Line,		Refrigerator,	8,031	.....	60.25
Keystone Coal & Coke Co.,		Coal,	.....	16,737	100.43
Kentucky Refining Co.,		Tank,	531	.....	3.99
Kerns Live Stock Express,		Stock,	.....	817	4.91
Kendall Refining Co.,		Tank,	105	.....	.79
Libby, McNeill & Libby,		Refrigerator,	4,726	.....	35.46
Larkin Company,		Tank,	327	.....	2.45
Lipe, F. W.,		Hay,	.....	6,544	39.28
Live Poultry Transportation Co.,		Live poultry,	530	.....	3.99
Lenae Carrier Co.,		Live poultry,	136	.....	1.02
Logan Coal Co.,		Coal,	.....	216	1.30
Mather Horse & Stock Car Co.,		Horse and stock,	.....	3,124	18.76
Marsden, Orth & Hastings,		Tank,	1,109	.....	8.32
Morrell Refrigerator Line,		Refrigerator,	15,575	.....	116.82
Merchants Despatch Transportation Co.,		Refrigerator,	397,944	.....	2,984.60
Morris & Company,		Refrigerator,	643,625	.....	4,827.21
Merrimac Chemical Co.,		Tank,	74	.....	.56
Morrisdale Coal Co.,		Coal,	.....	26,989	161.92
Menasha Wooden Ware Co.,		Box,	.....	407	2.44
Morton-Gregson Car Lines,		Refrigerator,	130	.....	.98
Milwaukee Refrigerator Transit Co.,		Refrigerator,	95,315	.....	714.90
Missouri River Despatch,		Refrigerator,	33,261	.....	249.47
Midland Linseed Despatch,		Tank,	579	.....	4.34

Car Mileage—Continued.
AMOUNT PAID CAR LINES FROM JULY 1, 1909, TO JUNE 30, 1910.

Cars used	Description	Car miles and rate of compensation. ¾c rate	6/10c rate	Amount
Name of owner				
Minudie Coal Co.,	Coal,	.....	76	.46
Mutual Refining Co.,	Tank,	.....		2.93
Narragansett Brewing Co.,	Refrigerator,	76,430		573.22
National Car Lines,	Refrigerator and box,	722,377		5,418.39
National Despatch Line,	Box,	.....	92	102.31
New England Gas & Coke Co.,	Coal,	.....	17,051	502.93
New Haven Gas Light Co.,	Tank,	2,022	83,821	15.19
National Transportation & Terminal Co.,	Tank,	119	.....	.89
Pennsylvania Steel Co.,	Box,	.....	145	.87
Pittsburg Prov. & Packing Co.,	Refrigerator,	454	.....	3.41
Philadelphia Quartz Co.,	Tank,	421	.....	3.16
Pacific Fruit Express Co.,	Refrigerator,	80,381	.....	602.87
Pennsylvania Paraffine Works,	Tank,	5,919	.....	44.41
Pennsylvania Gas & Coal Co.,	Coal,	.....	217,074	1,302.44
Pittsburg-Buffalo Co.,	Coal,	.....	418	2.50
Piper & Company, W. H.,	Coal,	.....	1,737	10.42
P. D. Oil Co.,	Tank,	392	.....	2.94
Pittsburg Coal Co.,	Coal,	.....	42	.25
Proctor & Gamble Co.,	Tank,	9,121	.....	68.43
Pittsburg Plate Glass Co.,	Box,	.....	1,360	8.15
Peerless Tank Line,	Tank,	1,754	.....	13.17
Pennsylvania Refining Co.,	Tank,	736	.....	5.53
Pure Oil Co.,	Tank,	1,584	.....	11.91
Produce Shippers' Despatch,	Refrigerator,	515	.....	3.87
Pennsylvania Coal & Coke Co.,	Coal,	.....	181,902	1,091.42
Pittsburg Oil Refining Co.,	Tank,	753	.....	5.65
Ruddy Refrigerator Line,	Refrigerator,	7,727	.....	57.97
River Coal Co.,	Coal,	.....	594	3.57
Santa Fé Refrigerator Despatch Co.,	Refrigerator,	95,910	.....	719.33
Shippers' Refrigerating Car Co.,	Refrigerator,	63,774	.....	478.30
Southern Cotton Oil Co.,	Tank,	634	.....	4.76
Schmerhorn & Warren Co.,	Tank,	290	.....	2.18
Speares Tank Line,	Tank,	9,817	.....	73.65

Car Mileage—Continued.

AMOUNT PAID CAR LINES FROM JULY 1, 1909, TO JUNE 30, 1910.

Name of owner	Cars used	Description	Car miles and rate of compensation	
			¾c rate	6/10c rate
St. Louis Refrigerator Car Co., "Lemp Series,"		Refrigerator,	268	2.01
St. Louis Refrigerator Car Co., "A. Busch Series,"		Refrigerator,	46,583	349.41
Street's Western Stable Car Lines,		Stock,	6,568	39.41
Swift Refrigerator Line,		Refr., box, tank, and stock,	1,032,850	8,710.79
Spencer, Kellogg Co.,		Tank,	4,016	30.14
Solvay Process Co.,		Tank,	2,425	18.22
South Fork Coal Mining Co.,		Coal,	.....	1,837
Sicilian Asphalt Paving Co.,		Box,	.....	92
Susquahanna Coal Co.,		Coal,	.....	8,638
St. Louis Independent Packing Co.,		Refrigerator,	33,648	252.39
Schenck Stock Express,		Stock,	.....	366
Seneca Oil Works,		Tank,	4,237	2.20
Sterling Coal Co.,		Coal,	.....	31.78
Smethport Extract Co.,		Tank,	2,902	182.44
Superior Oil Works,		Tank,	1,694	21.76
Stern & Sons, Joseph,		Stock,	.....	12.73
Seaboard Refining Co.,		Tank,	728	1.74
Tanners & Dyers Extract Co.,		Tank,	8,190	5.46
Tellico Extract Co.,		Tank,	145	61.44
Tenn. Packing Stock Yard Co.,		Refrigerator,	290	1.09
Texas Company,		Tank,	109,466	2.18
Titusville Oil Works,		Tank,	1,433	821.00
Tiona Refining Co.,		Tank,	336	10.60
Texas City Refining Co.,		Tank,	472	2.53
Union Refrigerator Transit Co. of Wisconsin,		Tank,	192,771	3.54
Union Tank Line,		Refrigerator,	1,038,261	1,445.80
United Refining Co.,		Tank,	204	7,786.99
U. S. Industrial Alcohol Co.,		Tank,	500	1.53
Union Petroleum Co.,		Tank,	3,978	3.76
United Coal Co.,		Coal,	.....	29.84
United Gas & Improvement Co.,		Tank,	230	11.87
Valvoline Oil Works,		Tank,	6,606	1.73
Venice Transportation Co.,		Flat,	.....	49.57
				770
				4.63

Car Mileage—*Concluded*.
AMOUNT PAID CAR LINES FROM JULY 1, 1909, TO JUNE 30, 1910.

Name of owner	Cars used	Description	3/4c rate	Car miles and rate of compensation 6/10c rate	Amount
Vinton Colliery Co.,		Coal,	.....	48	.29
Warren Bros. Co.,		Tank,	1,416	.....	10.63
Webster Coal & Coke Co.,		Coal,	.....	217,360	1,304.16
Western Live Stock Express,		Stock,	.....	131,702	790.22
Westmoreland Coal Co.,		Coal,	.....	650,715	3,904.29
Waverly Oil Works,		Tank,	34,918	.....	261.91
Westinghouse Mach. Co.,		Flat,	.....	58	.35
Wood Products Co.,		Tank,	1,321	.....	9.92
Wilburine Oil Works,		Tank,	2,059	.....	15.45
Warren Refining Co.,		Tank,	105	.....	.79
White City Refrigerator Despatch,		Refrigerator,	2,782	.....	20.87
Wason Mfg. Co.,		Flat,	.....	2,145	12.87
Wicks & Company, H. J.,		Coal,	.....	42	.25
Western Refrigerator & Despatch,		Refrigerator,	1,951	.....	14.64
Western Heater Despatch,		Refrigerator,	122,542	.....	919.07
			9,085,830	2,577,832	\$83,612.02

The total miles will not figure exactly the total amount on account of fractions of cents.

Taxes and Assessments.

FOR REPORTING COMPANY'S OWNED AND PROPRIETARY LINES.

State or Territory.	AD VALOREM TAX.		SPECIFIC TAX.		On property owned, not used in operation, and miscellaneous.	Internal Revenue U. S. Government.	Total.
	On the value of real and personal property.	On the value of stocks or bonds; or on valuation based on earnings, dividends, or other results of operation.	On gross or net earnings, revenue, or dividends.	On traffic, or some physical quality of property operated, or on privilege.			
New York, .	\$416,865.94	.....	\$18,384.95	.....	.....	.....	\$435,250.89
Massachusetts, .	682,690.86	\$599,486.22	.....	.....	\$17,488.61	.....	1,299,665.69
Connecticut, .	66,677.21	1,712,956.86	.....	\$50,002.48	12,031.30	.....	1,841,667.85
Rhode Island, .	273,994.73	.....	.....	.....	.....	.....	273,994.73
New Hampshire, .	427.60	.....	.....	.....	.....	.....	427.60
U.S. Government, .	.....	.....	.....	.....	.....	\$132,370.25	132,370.25
Total, . . .	\$1,440,656.34	\$2,312,443.08	\$18,384.95	\$50,002.48	\$29,519.91	\$132,370.25	\$3,983,377.01

Important Changes During the Year.

1. All extensions of road put in operation; 2. Decrease in mileage by line abandoned or line straightened; 3. All other important physical changes; 4. All leases taken or surrendered; 5. All consolidations or reorganizations effected; 6. All new stocks issued; 7. All new funded debt issued; 8. All changes in the respondent's holdings of stocks and funded debt; 9. Adjustments in the book value of securities owned, and reasons therefor; 10. All other important financial changes:

1. None.

2. The decrease of 1.96 miles in single track is accounted for as follows:

New Haven to Willimantic, account remeasurement,	.99
Westfield to Waterbury, account remeasurement,	1.81
New Haven to Shelburne Jct., account remeasurement,	.52
Loop at Stonington transferred to side track,	.97
No. Attleboro to Chestnut St., transf. to side track,	.97
Connection N. L. & N. at Norwich, transf. to side track,	.63

5.89

Less:

Wickford Jct. to Wickford Landing purchased,	3.42		
Fractional changes due to remeasurements,	.51	3.93	1.96

The increase of 1.34 miles in second track is accounted for by fractional changes due to remeasurements, 1.34

The decrease of 1.06 miles in third track is accounted for as follows:

Boston, Mass., account elimination grade crossings,	.50
Fractional changes due to remeasurements,	.56

1.06

The decrease of .76 miles in fourth track is accounted for as follows:

Boston, Mass., account elimination grade crossings,	.48	
Fractional changes due to remeasurements,	.28	.76

New sidings, including remeasurements, less side track removed, increase,	43.32
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Net increase,	40.88
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3. Thirty-two grade crossings were eliminated during the year.
 New passenger stations were erected at East Hampton and Sagamore.
 New freight house erected and additional facilities installed at Guilford, Conn.
 New coal pocket erected at Waterbury, and improved facilities for handling coal installed at New Haven.
 New steamboat dock built at New London.
 New enginehouse built at Meriden Junction.
 Electric freight conveyors installed at Bridgeport.
 Twenty-one new bridges constructed during the year, one wood and four steel bridges replaced by concrete arch culverts.
 Reinforced concrete arch constructed at West Haven, Conn.
 New concrete subway built at Rye, N. Y.
 Highway crossing bell installed at New Milford, Conn.
 Cover sheds built for two main tracks at Providence, R. I.
4. The lease of the Connecticut Railway and Lighting Company has been transferred so far as the railways are concerned to The Connecticut Company, and so far as the gas and electric lighting and power plants are concerned to the Housatonic Power Company.
5. On November 1, 1909, the railway and property of the Newport and Wickford Railroad and Steamboat Company were purchased by The New York, New Haven and Hartford Railroad Company. The property and franchises of The Farmington Street Railway Company were purchased by The New York, New Haven and Hartford Railroad Company, December 10, 1909.
6. The increase in capital stock is caused by receipts issued on account of new capital stock paid for in instalments.
7. There have been issued during the year:

6% convertible debenture certificates,	\$1,430,250.00
3½% convertible debenture certificates,	575.00
* 5% debentures, Farmington St. Ry.,	30,000.00
Total increase,	\$1,460,825.00

The following funded debt of the company has been paid off during the year:

4% convertible debenture certificates, due 1908,	\$1,500.00
5% two-year debenture notes, due 1909,	10,000.00
5% three-year debenture notes, due 1910,	3,540,000.00
4½% Hartford St. Ry. debentures, Series N, due 1930,	145,000.00

*Assumed in the purchase of the property.

3%, 3½%, and 4% Consolidated Ry. debentures, due 1930,	28,000.00
4% Consolidated Ry. debentures, due 1954,	99,000.00
4% Consolidated Ry. debentures, due 1955,	41,000.00
4% Consolidated Ry. debentures, due 1955,	1,000.00
4% Consolidated Ry. debentures, due 1956,	97,000.00
4½% Shore Line Ry. first mortgage bonds, due 1910,	200,000.00
4% Housatonic R. R. first mortgage bonds, due 1910,	100,000.00
	<hr/>
	\$4,262,500.00

Transferred to matured funded debt unpaid.

4% convertible debenture certificates, due 1908,	\$7,200.00
5% three-year debentures, due 1910,	10,000.00
	<hr/>
	\$4,279,700.00

8. The following securities of the company on hand July 1, 1909, have been disposed of during the year:
- | | |
|---|-----------------|
| 218,781 shares capital stock, | \$21,878,100.00 |
|---|-----------------|

The following securities of the company have been acquired during the year:

	Par Value.	Book Value.
3%, 3½%, and 4% Consolidated Ry. debenture scrip,	\$700.00	\$665.00
4% N. Y., Providence & Boston R. R. general mortgage bonds,	201,000.00	211,050.00

The following securities of other companies have been acquired by the company during the year:

Bonds.	Par Value.	Book Value.
N. Y., Westchester & Boston Ry. Co. bonds,	\$15,088,888.89	\$15,083,422.67
Boston R. R. Holding Co. debentures,	20,012,000.00	20,012,000.00
Cent. New England Ry. income bonds,	669,319.10	670,214.67
Cent. New England Ry. first mtg. bds.,	2,000.00	2,092.50
 Stocks.		
Berkshire R. R. Co.,	\$40,100.00	\$67,361.88
Berkshire Street Ry. Co.,	1,928,800.00	2,891,226.88
Boston & Providence R. R. Corp.,	23,100.00	69,004.38
Cent. New England Ry. Co. com.,	55,900.00	37,820.28
Cent. New England Ry. Co. pref.,	50,900.00	25,878.50
Connecticut Company,	39,725,000.00	39,725,000.00
N. Y., Westchester & Boston Ry. Co.,	1,871,837.50	4,409,099.18
Norwich & Worcester R. R. Co.,	14,200.00	30,741.13
Old Colony R. R. Co.,	845,100.00	1,647,945.00
Providence, Warren & Bristol R. R. Co.,	100.00	151.00
Providence & Worcester R. R. Co.,	44,900.00	121,340.00
The Rhode Island Co.,	1,175,100.00	1,175,100.00

Stocks.	Par Value.	Book Value.
Boston R. R. Holding Co., . . .	3,106,500.00	3,106,500.00
Birmingham Water Power Co., . . .	54,000.00	54,000.00
New England Navigation Co., . . .	41,000,000.00	41,000,000.00
Trustees Park Sq. Real Estate Trust,	5,200,000.00	5,071,331.87
Pennsylvania R. R. Co.,	9,653.87	9,653.87
* West Shore Ry. Co.,	1,400.00	1,754.00
United States Transportation Co., . . . . .	.....	89,949.81

The following securities of other companies
owned by the company on July 1,
1909, have been disposed of during the
year:

Bonds.	Par Value.	Book Value.
Bennington & North Adams St. Ry. Co.,	\$450,000.00	\$450,500.00
Merchants & Miners Transportation Co.,	3,250,000.00	3,250,000.00
New York & Stamford Ry. Co., . . .	247,000.00	247,000.00

Stocks.		
Farmington St. Ry. Co.,	\$130,800.00	\$126,038.33
Hartford & N. Y. Transportation Co.,	3,283,000.00	3,519,954.69
Merchants & Miners Transportation Co.,	2,500,000.00	2,500,000.00
New York & Ridgefield R. R. Co., . .	179,850.00	39,004.98
West Shore Ry. Co.,	27,075.00	37,426.72

9. * Milford, Franklin & Providence R. R. Co., 283.53
 * Milford and Woonsocket R. R. Co., 1,046.93

10. None.

* See securities disposed of.

* Reduced in valuation by amount of cash received from above companies.

Comparative General Balance Sheet.

JUNE 30, 1909.		Assets.	JUNE 30, 1910.		INCREASE OR DE- CREASE.
Item.	Amount.		Item.	Amount.	
		Property investment:			
		I. Road and equipment—			
		Investment to June 30, 1907			
\$78,378,611.83		Road—page 260, . . .	\$78,378,611.83		
32,792,939.81	\$111,171,551.64	Equipment—page 260, . . .	32,792,939.81	\$111,171,551.64	
		Investment since June 30, 1907			
34,349,683.43		Road—page 259, . . .	35,523,265.71		\$1,173,582.28
21,215,663.44		Equipment—page 259, . . .	23,169,139.04		1,953,476.20
354,811.51	55,920,158.38	General Expenditures—page 259, . . .	358,493.57	59,050,898.92	3,682.06
	40,361,603.65	Floating Equipment, Street Railways and other Properties, . . .		6,346,362.90	Cr. 34,015,240.75
	\$207,453,313.67			\$176,568,813.46	
	1,955,869.22	Reserve for Accrued Depreciation—Cr., . . .		1,872,720.54	83,148.68
	\$205,497,444.45	Total,		\$174,696,092.92	\$30,801,351.53
		II. Securities—			
		Securities of Proprietary, Affiliated, and Controlled Companies—Unpledged—			
\$55,612,667.00		Stocks—page 264, . . .	\$105,651,624.78		\$50,038,957.18
16,577.33		Funded Debt—page 265, . . .	15,100,000.00		15,083,422.67
15,071,294.17		Miscellaneous—page 266, . . .	25,394,996.35		10,323,702.18
	\$70,700,539.10	Total,		\$146,146,621.13	\$75,446,082.03
	23,839,851.52	III. Other Investments—			
		Advances to proprietary, affiliated, and controlled companies for construction, equipment, and betterments—page 274, . . .		\$1,161,671.82	Cr. \$2,678,179.70
\$5,169,752.03		Miscellaneous Investments: Physical properties—page 250, . . .			Cr. 5,169,752.03
22,499,022.13	27,668,774.16	Securities—unpledged—pages 264-265 and 266, . . .		63,504,856.83	41,005,834.70
	\$51,508,625.68	Total,		\$64,666,528.65	\$13,157,902.97
	\$31,259,724.37	Working Assets:			
		Cash,		\$18,099,040.97	\$3,160,683.40
		Securities Issued or Assumed—Held in Treasury—			
	21,878,100.00	Stocks—page 252, . . .			Cr. 21,878,100.00
		Funded debt—page 255, . . .	\$211,715.00		211,715.00
		Miscellaneous—page 266, . . .		211,715.00	
\$48,012.05		Marketable Securities—			
9,787,681.47		Stocks—page 268, . . .	57,665.92		9,653.87
2,160,136.71	11,995,830.23	Funded debt—page 269, . . .	26,524,488.64		16,736,807.17
	10,735.47	Miscellaneous—page 267, . . .	2,983,050.94	29,565,205.50	822,914.23
	2,077,376.66	Loans and bills receivable, . . .		10,797.96	62.49
	5,034,500.08	Net balance due from agents and conductors, . . .		2,248,770.27	171,393.61
	3,458,026.25	Miscellaneous accounts receivable, . . .		4,206,251.21	Cr. 828,248.87
	325,783.45	Materials and supplies, . . .		3,461,208.42	3,182.17
		Other working assets, . . .		382,266.67	Cr. 56,483.22
	\$66,040,076.51	Total,		\$58,185,250.00	\$7,854,826.51

Comparative General Balance Sheet—Continued.

JUNE 30, 1909.		ASSETS,	JUNE 30, 1910.		Increase or decrease.
Item.	Amount.		Item.	Amount.	
.....	\$1,371,096.33	Accrued Income Not Due : Unmatured interest, Divi- dends, and rents receiv- able, .....	.....	970,843.49	Cr. \$400,252.84
\$1,140,400.51 .....	.....	Deferred Debit Items : Advances— Controlled companies— page 274,	\$1,218,315.61 .....	.....	77,915.10
133,801.82 .....	.....	Working Funds,	134,426.82 .....	.....	625.00
.....	1,274,202.33	Other advances, . . . .	.....	\$1,352,742.43	.....
.....	14,104.68	Rents and insurance paid in advance, .....	.....	87,991.66	73,886.98
.....	591,976.71	Cash and securities in sinking and redemption funds—page 271, . . . .	.....	671,349.48	79,372.77
.....	1,379,047.50	Cash and securities in insurance and other re- serve funds—page 273, .....	.....	1,978,526.97	599,479.47
.....	3,470,609.86	Other deferred debit items, .....	.....	2,008,424.20	1,462,185.66
.....	.....	.....	.....	.....	Cr.
.....	\$6,729,941.08	Total, . . . .	.....	\$6,099,034.74	\$630,906.34
.....	.....	.....	.....	.....	Cr.
.....	\$401,847,723.15	Grand Total, . . . .	.....	\$450,764,376.93	\$48,916,653.78

Comparative General Balance Sheet.—Continued.

JUNE 30, 1909.		LIABILITIES.	JUNE 30, 1910.		Increase or decrease.
Item.	Amount.		Item.	Amount.	
		Stock:			
		Capital stock—page 252,			
		Common stock, not held			
.....	\$121,878,100.00	by company, \$121,878,100	\$121,878,100.00	.....	.....
.....		Receipts outstanding for	22,139,325.00	\$144,017,425.00	\$22,139,325.00
.....		installments paid,			
.....		Premiums realized on		20,630,720.25	20,630,720.25
.....		capital stock—page 256,			
.....		since July 1, 1909,			
.....					
.....	\$121,878,100.00	Total,		\$164,648,145.25	\$42,770,045.25
		Mortgage, Bonded, and			
		Secured Debt:			
		Funded debt—pages 253-254,			
.....		Mortgage bonds, held by			
.....		company, . . \$241,000			
\$58,961,000.00		Mortgage bonds, not held			
.....		by company, \$58,420,000	\$58,661,000.00		Cr. 300,000.00
.....		Plain bonds, debentures,			
.....		and notes, held by com-			
*172,893,600.00		pany, . . \$1,381,700			
.....		Plain bonds, debentures,			
.....		and notes, not held by	173,380,000.00		486,400.00
23,500.00		company, \$171,998,300			
.....		Miscellaneous funded ob-			
.....		ligations, not held by			
.....		company, . . \$11,500	11,500.00		Cr. 12,000.00
2,986,575.00	234,864,675.00	Receipts outstanding for		232,052,500.00	Cr. 2,986,575.00
.....		funded debt, . .			
.....		Obligations for advances			
.....		received for construc-			
.....		tion, equipment, and		474,803.98	474,803.98
.....		betterments—page 274,			
.....					
.....	\$234,864,675.00	Total,		\$232,527,303.98	Cr. \$2,337,371.02
		Working Liabilities:			
.....	5,250,000.00	Loans and bills payable,		5,780,364.28	530,364.28
.....	1,543,761.25	Traffic and car-service bal-			
.....		ances due to other com-			
.....		panies, . .		1,387,085.06	Cr. 156,676.19
.....	3,024,355.65	Audited vouchers and			
.....		wages unpaid, . .		4,124,853.02	1,100,497.37
.....	40,000.00	Miscellaneous accounts			
.....		payable, . .		86,000.00	46,000.00
.....	4,179,976.73	Matured interest, divi-			
.....		dends, and rents un-			
.....		paid, . .		4,481,063.20	301,086.47
.....	21,138.02	Matured mortgage,			
.....		bonded, and secured			
.....		debt unpaid, . .		19,621.41	Cr. 1,516.61
.....	51,834.21	Other working liabilities,		49,735.26	Cr. 2,048.95
.....					
.....	\$14,111,065.86	Total,		\$15,928,772.23	\$1,817,706.37
		Accrued Liabilities not due:			
.....	2,654,761.61	Unmatured interest, divi-			
.....		dends, and rents paya-			
.....		ble,		2,885,825.89	231,064.28
.....					
.....	\$2,654,761.61	Total,		\$2,885,825.89	\$231,064.28

* \$18,700 transferred to matured mortgage debt unpaid.

Comparative General Balance Sheet—*Concluded.*

JUNE 30, 1909.		LIABILITIES.	JUNE 30, 1910.		Increase or decrease.
Item.	Amount.		Item.	Amount.	
.....	2,270,312.15	Deferred Credit Items: Other deferred credit items, . . . . .	.....	8,356,330.82	6,086,018.67
.....	\$2,270,312.15	Total, . . . . .	.....	\$8,356,330.82	\$6,086,018.67
.....	234,333.14	Appropriated Surplus: Reserves from income or surplus—	.....	
.....	1,379,047.50	Invested in sinking and redemption funds, . .	.....	284,545.91	50,212.
.....		Invested in other reserve funds, . . . . .	.....	1,978,526.97	599,479.47
.....	\$1,613,380.64	Total, . . . . .	.....	\$2,263,072.88	\$649,692.24
.....	631,542.48	Surplus account, C. R. & L. Co., lease, . . .	.....		Cr. 631,542.48
.....	860,918.01	Reserve for equipment taken over with C. R. & L. lease, . . . .	.....		Cr. 860,918.01
.....	9,963,524.38	Equipment and personal property leased, . . .	.....	9,958,672.41	Cr. 4,851.97
.....	12,999,443.02	Profit and Loss : Balance—page 262, .	.....	14,196,253.47	1,196,810.45
.....	\$401,847,723.15	Grand Total, . . .	.....	\$450,764,376.93	\$48,916,653.78

Contracts, Agreements, etc.

1. Express companies; 2. Mails; 3. Sleeping, parlor, or dining car companies; 4. Freight or transportation companies or lines; 5. Other railroad companies; 6. Steamboat or steamship companies; 7. Telegraph companies; 8. Telephone companies; 9. Other contracts:

No. 1. None.

No. 2. None.

No. 3. None.

No. 4. None.

No. 5. None.

No. 6. None.

No. 7. None.

No. 8. None.

No. 9. None except side track and other minor contracts.

Employees and Salaries.

Class.	No. on June 30.	Total No. of days worked.	Total yearly compensation.	Av. daily compensation.
General Officers,	33	10,029	\$270,655.87	\$26.99
Other Officers,	134	43,455	315,070.36	7.25
General Office Clerks,	1,444	468,292	1,078,645.30	2.30
Station Agents,	810	293,599	668,970.17	2.28
Other Station Men,	4,920	1,626,079	3,290,054.30	2.02
Enginemen,	1,200	414,370	1,643,473.75	3.97
Firemen,	1,235	418,633	953,020.40	2.28
Conductors,	1,112	401,218	1,378,237.95	3.44
Other Trainmen,	3,377	1,078,234	2,573,940.70	2.39
Machinists,	747	200,888	597,703.55	2.98
Carpenters,	1,444	420,677	1,059,996.25	2.52
Other Shopmen,	3,090	975,492	2,137,457.80	2.19
Section Foremen,	650	205,093	519,399.35	2.53
Other Trackmen,	5,339	1,439,850	2,256,969.20	1.57
Switch Tenders, Crossing Tenders, and Watchmen,	1,760	637,627	1,151,898.00	1.81
Telegraph Operators and Dispatchers,	398	142,049	351,529.90	2.47
Employees—acct. Floating Equipm't,	362	130,188	320,494.63	2.46
All other Employees and Laborers,	5,041	1,549,937	3,029,089.78	1.95
Total (including "General Officers"),	33,096	10,455,710	\$23,596,607.26	\$2.26
Less "General Officers,"	33	10,029	270,655.87	.....
Total (excluding "General Officers"),	33,063	10,445,681	\$23,325,951.39	\$2.23
Distribution of above:				
Maintenance of Way and Structures,	8,101	2,331,045	4,514,953.65	1.94
Maintenance of Equipment,	6,462	2,019,935	4,477,217.12	2.22
Traffic Expenses,	126	42,546	172,427.86	4.05
Transportation Expenses,	16,834	5,592,180	13,278,366.38	2.37
General Expenses,	1,089	331,550	940,097.25	2.84
Outside Operations,	484	138,454	213,545.00	1.54
Total (including "General Officers"),	33,096	10,455,710	\$23,596,607.26	\$2.26
Less "General Officers,"	33	10,029	270,655.87	.....
Total (excluding "General Officers"),	33,063	10,445,681	\$23,325,951.39	\$2.23

Traffic and Mileage Statistics — Entire Line.

Item.	No. passengers, tonnage.	REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
No. of passengers carried earning revenue,	82,905,137			
No. of passengers carried one mile,	1,506,907,990			
No. of passengers carried one mile per mile of road,	755,293			
Average distance carried, miles,	18.18			
Total passenger revenue,		24,885,864	74	
Average am't received from each passenger,			30	0.17
Average receipts per passenger per mile,			01	6.51
Total passenger service train revenue,		29,005,890	06	
Passenger service train revenue per mile of r'd,		14,538	35	
Passenger service train revenue per train mile,		1	85	2.31
Freight Traffic:				
No. of tons carried of freight earning revenue,	22,733,981			
No. of tons carried one mile,	2,124,680,965			
No. of tons carried 1 mile, per mile of road,	1,057,560			
Average distance haul of one ton, miles,	93.44			
Total freight revenue,		30,110,588	30	
Average am't received for each ton of freight,		1	32	4.18
Average receipts per ton per mile,			01	4.17
Freight revenue per mile of road,		14,987	55	
Freight revenue per train mile,		4	15	5.18
Total traffic:				
Operating revenues,		60,693,667	55	
Operating revenues per mile of road,		29,709	70	
Operating revenues per train mile,		2	66	5.64
Operating expenses,		38,689,215	76	
Operating expenses per mile of road,		18,938	47	
Operating expenses per train mile,		1	69	9.21
Net operating revenue (or deficit),		22,004,451	79	
Net operating revenue (or deficit) per mile of road,		10,771	23	
Average number of passengers per car mile,	27.00			
Average No. of passengers per train mile,	96.00			
Average No. of passenger cars per train mile,	4.64			
Average No. of tons of freight per loaded car mile,	14.65			
Average No. of tons of freight per train mile,	293.20			
Average No. of freight cars per train mile,	29.03			
Average No. of loaded cars per train mile,	20.01			
Average No. of empty cars per train mile,	8.04			
Average mileage operated during year,	2,042.89			

Traffic and Mileage Statistics — Entire Line. — (Concluded.)

CLASSIFICATION.	Item.	Total.
LOCOMOTIVE MILEAGE :		
Revenue Service—		
Freight locomotive-miles,	7,595,391	.....
Passenger locomotive-miles,	15,506,962	.....
Mixed locomotive-miles,	194,324	.....
Special locomotive-miles,	46,441	.....
Switching locomotive-miles,	5,107,835	.....
Total revenue locomotive mileage, . . . . .	.....	28,450,953
Nonrevenue service locomotive-miles, . . . . .	.....	1,186,915
CAR MILEAGE :		
Revenue Service—		
Freight car-miles, loaded,	145,029,004	.....
Empty,	58,292,955	.....
Caboose,	7,069,650	.....
Total freight car-miles, . . . . .	.....	210,391,609
Passenger car-miles,—		
Passenger,	47,123,487	.....
Sleeping, parlor, and observation,	9,716,621	.....
Other passenger-train cars,	15,837,719	.....
Total passenger car-miles, . . . . .	.....	72,677,827
Special car-miles,		
Freight—loaded,	49,985	.....
Empty,	2,469	.....
Caboose,	4,051	.....
Passenger,	232,586	.....
Sleeping, parlor, and observation,	105,407	.....
Total special car-miles, . . . . .	.....	394,493
Total revenue car mileage, . . . . .	.....	283,463,934
Nonrevenue service car-miles, . . . . .	.....	2,669,027
TRAIN MILEAGE :		
Revenue Service—		
Freight train-miles,	7,069,650	.....
Passenger train-miles,	15,482,436	.....
Mixed train-miles,	176,854	.....
Special train-miles,	39,924	.....
Total revenue train mileage, . . . . .	.....	22,768,864
Nonrevenue service train-miles, . . . . .	.....	814,379

EXPLANATORY REMARKS.

NOTE — Our records have not been kept in such a manner as will enable us to distinguish between “Delivered to Companies” and “Delivered to Other Roads.”

Freight Traffic Movement.

Commodity.	Freight originating on this road.	Freight re- ceived from connecting roads and other car- riers.	TOTAL FREIGHT TONNAGE.	
	Whole tons.	Whole tons.	Whole tons.	Per cent.
Products of Agriculture:				
Grain,	66,182	485,740	551,922	.0243
Flour,	12,779	243,380	256,159	.0113
Other Mill Products,	63,536	275,035	338,571	.0149
Hay,	25,402	306,344	331,746	.0146
Tobacco,	10,909	4,590	15,499	.0007
Cotton,	77,407	105,029	182,436	.0080
Fruit and Vegetables,	109,233	269,185	378,418	.0166
Other Products of Agriculture,	26,459	19,713	46,172	.0020
Total,	391,907	1,709,016	2,100,923	.0924
Products of Animals:				
Live Stock,	12,582	41,370	53,952	.0024
Dressed Meats,	5,937	159,556	165,493	.0073
Other Packing-House Products,	7,010	17,250	24,260	.0011
Poultry, Game, and Fish,	38,480	1,812	40,292	.0018
Wool,	45,501	45,386	90,887	.0039
Hides and Leather,	62,930	65,455	128,385	.0056
Other Products of Animals,	93,155	22,643	115,798	.0051
Total,	265,595	353,472	619,067	.0272
Products of Mines:				
Anthracite Coal,	304,343	1,938,621	2,222,152	.0977
Bituminous Coal,	1,721,857	1,325,159	3,067,828	.1349
Coke,	44,146	89,189	133,335	.0059
Ores,	33,590	27,987	61,577	.0027
Stone, Sand, and other like Articles,	753,327	150,582	903,909	.0397
Other Products of Mines,	20,577	32,444	53,021	.0024
Total,	2,877,840	3,563,982	6,441,822	.2833
Products of Forests:				
Lumber,	261,376	876,974	1,138,350	.0501
Other Products of Forests,	99,650	50,993	150,643	.0066
Total,	361,026	927,967	1,288,993	.0567

Freight Traffic Movement.—*Concluded.*

Commodity.	Freight originating on this road.	Freight re- ceived from connecting roads and other car- riers.	TOTAL FREIGHT TONNAGE.	
	Whole tons.	Whole tons.	Whole tons.	Per cent.
Manufactures:				
Petroleum and other Oils,	228,836	54,279	283,115	.0125
Sugar,	27,774	7,438	35,212	.0015
Naval Stores,	4,511	413	4,924	.0002
Iron, Pig and Bloom,	66,402	249,590	315,992	.0139
Iron and Steel Rails,	19,669	72,841	92,510	.0041
Other Castings and Machinery,	213,905	111,689	325,594	.0143
Bar and Sheet Metal,	306,815	397,281	704,096	.0309
Cement, Brick, and Lime,	577,310	503,622	1,080,932	.0476
Agricultural Implements,	598	11,139	11,737	.0005
Wagons, Carriages, Tools, etc.,	11,385	6,049	17,434	.0008
Wines, Liquors, and Beers,	75,891	67,940	143,831	.0063
Household Goods and Furniture,	37,585	20,209	57,794	.0026
Other Manufactures,	1,003,686	664,044	1,667,730	.0733
Total,	2,574,367	2,166,534	4,740,901	.2085
Merchandise,	2,957,655	968,071	3,925,726	.1726
Miscellaneous—Other commodi- ties not mentioned above,	2,727,413	894,136	3,621,549	.1593
Total Tonnage,	12,155,803	10,583,178	22,738,981	100.00

Description of Equipment — Entire Line.

Item.	Number on June 30, 1909.	Number added during year.	Number re- tired during year.	Number on June 30, 1910.	No. fitted with train brake.	No. fitted with automa- tic coupler.
Locomotives — owned or leased:						
Passenger,	533	1	6	528	528	528
Freight,	453	.....	2	451	451	451
Switching,	199	.....	2	197	197	197
Electric,	43	1	.....	44	44	44
Total Locomotives in Service, .	1,228	2	10	1,220	1,220	1,220
Less Locomotives Leased, . .	159	.....	5	154	154	154
Total Locomotives owned, . .	1,069	2	5	1,066	1,066	1,066
Cars Owned or Leased:						
In Passenger Service —						
First class cars,	1,490	2	25	1,467	1,467	1,467
Combination cars,	294	.....	3	291	291	291
Dining cars,	19	.....	.....	19	19	19
Parlor cars,	163	.....	4	159	159	159
Sleeping cars,	49	.....	.....	49	49	49
Baggage, Express, and Postal cars,	322	5	4	323	323	323
Other cars in Passenger Service,*	100	114	.....	214	214	214
Total,	2,437	121	36	2,522	2,522	2,522
In Freight Service —						
Box cars,	21,120	2,419	511	23,028	23,028	23,028
Flat cars,	2,684	.....	119	2,565	2,565	2,565
Stock cars,	1	.....	.....	1	1	1
Coal cars,	9,878	1	257	9,622	9,622	9,622
Refrigerator cars,	501	.....	1	500	500	500
Total,	34,184	2,420	888	35,716	35,716	35,716
In Company's Service —						
Officers' and pay cars,	15	1	.....	16	16	16
Gravel cars,	305	.....	2	303	298	303
Derrick cars,	48	2	.....	50	37	50
Caboose cars,	335	20	15	340	336	340
Other road cars,	510	13	53	470	434	470
Total,	1,213	36	70	1,179	1,121	1,179
Total Cars in Service,	37,834	2,577	994	39,417	39,359	39,417
Less Cars Leased,	1,345	.....	208	1,137	.....	.....
Total Cars Owned,	36,489	2,577	786	38,280	.....	.....

* 97 Milk Cars previously shown in Freight Service under "Box Cars" are transferred to "Other Cars in Passenger Service."

EQUIPMENT OWNED OR LEASED NOT IN SERVICE OF THE RESPONDENT.

None.

Mileage — Entire Line.

a. Mileage of road operated (all tracks)

Lines in use.	LINE OWNED.		Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.						Iron.	Steel.
Miles of single track,	233.72	805.53	950.11	7.07	44.37	2,040.80	None.	.....	1,996.43
Miles of second track,	233.96	211.58	309.74	.....	29.41	783.69		.....	754.28
Miles of third track,	63.26	.11	33.72	.....	12.64	107.73		.....	95.09
Miles of fourth track,	61.87	.11	31.65	.....	12.45	106.08		.....	93.63
Miles of fifth track,	.....	.....	8.90	.....	.....	8.90		.....	8.90
Miles of sixth track,	.....	.....	8.90	.....	.....	8.90		.....	8.90
Miles of yard, track and sidings,	285.10	436.44	681.54	.....	.....	1,403.08		219.41	1,183.67
Total mileage operated (all tracks),	875.91	1,453.77	2,023.56	7.07	98.87	4,459.18		219.41	4,140.90

b. Mileage of line operated by States and Territories (single track) :

State or Territory.	LINE OWNED.		Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	Steel rails.
	Main line.	Branches and spurs.					
Connecticut,	169.71	577.98	119.09	.....	.....	866.78	866.78
Massachusetts,	5.95	109.76	757.44	7.07	19.04	899.26	880.22
Rhode Island,	44.00	89.03	62.41	.....	.....	195.44	195.44
New York,	14.06	28.76	11.17	.....	25.33	79.32	53.99
Total mileage operated (single track),	233.72	805.53	950.11	7.07	44.37	2,040.80	1,996.43

c. Mileage of line owned by States and Territories (single track) :

State or Territory.	LINE OWNED.		Total mileage owned.	Steel rails.
	Main line.	Branches and spurs.		
Connecticut,	169.71	577.98	747.69	747.69
Massachusetts,	5.95	109.76	115.71	115.71
Rhode Island,	44.00	89.03	133.03	133.03
New York,	14.06	*30.41	44.47	44.47
Total mileage owned (single track),	233.72	807.18	1,040.90	1,040.90

* Includes 1.65 miles of track Wicopee Jct., to Fishkill Landing. Owned by The N. Y., N. H. & H. R. R. Co., but operated by The Central New England Ry. Co.

Mileage — State of Connecticut.**a. Mileage of road operated (all tracks):**

Line in use.	LINE OWNED.		Line operated under lease.	Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Miles of single track,	169.71	577.98	119.09	866.78	.....	866.78
Miles of second track,	169.74	122.37	.....	292.01	.....	292.01
Miles of third track,	47.91	.....	.....	47.91	.....	47.91
Miles of fourth track,	47.85	.....	.....	47.85	.....	47.85
Miles of yard track and sidings,	219.65	291.69	55.09	566.43	54.73	511.70
Total mileage operated (all tracks), .	654.86	991.94	174.18	1,820.98	54.73	1,766.35

b. Mileage of line operated by States and Territories (single track):

See page 304.

c. Mileage of line owned by States and Territories (single track):

See page 304.

Renewals of Rails and Ties — Entire Line.**NEW RAILS LAID DURING YEAR.**

Kind.	Tons.	Weight per yard. Pounds.	Average price per ton at distributing point. Dollars.
Steel:	59.273	141	50.00
"	13,189.550	100	31.25
"	6,675.780	90	25.30
"	8.230	86	74.23
"	529.060	80	30.15
" . . . . .	.710	79	30.25
"	415.880	78	27.75
"	5.700	74	30.25
"	22.880	70	19.00
"	335.180	68	27.50
Total, steel,	21,292.243	....	29.28

Renewals of Rails and Ties.—*Continued.*

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point. Cents.
No. 1 Oak,	367,455	55
“ “ 7x9,	34,930	80
“ Chestnut,	736,014	55
“ “ 7x9,	69,964	80
No. 2 Oak,	99,300	35
“ Chestnut,	198,896	35
Creosoted Southern Pine,	80,375	135
Total,	1,586,934	57

Renewals of Rails and Ties—State of Connecticut.

NEW RAILS LAID DURING YEAR.

Kind.	Tons.	Weight per yard. Pounds.	Average price per ton at distributing point. Dollars.
Steel,	7,023.14	100	31.25
“	2,168.67	90	25.30
“	91.90	80	30.15
“ . . . . .	.35	79	30.25
“	140.08	78	27.75
“	5.04	74	30.25
Total, steel,	9,429.18	....	.....

Renewals of Rails and Ties—State of Connecticut—*Continued.*

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point. Cents.
Creosoted Southern Pine, 7x8, . . .	56,048	135
No. 1 Oak, 6x8 and 7x7, . . .	138,846	55
“ Chestnut, 6x8 and 7x7, . . .	278,108	55
“ Oak, 7x9, . . .	33,078	80
“ Chestnut, 7x9, . . .	66,255	80
No. 2 Oak, . . .	46,139	35
“ Chestnut, . . .	92,416	35
Total, . . .	710,890	....

Consumption of Fuel by Locomotives.

Locomotives.	COAL—TONS.		Total fuel consumed. Tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous and coke.			
Revenue Service:					
Freight, . . .		810,237.941	810,237.941	7,595,391	213.35
Passenger, . . .		632,067.1190	632,067.1190	15,506,962	81.52
Mixed, . . .		8,550.380	8,550.380	194,324	88.00
Special, . . .		855.36	855.36	46,441	36.82
Switching, . . .	23,850.1297	205,703.1174	234,554.571	5,107,835	91.84
Nonrevenue Service, . .	11,896.1483	52,624.286	64,520.1769	1,186,915	103.72
Total, . . .	40,747. ⁸⁸⁰ / ₂₀₀₀	1,710,038. ⁷ / ₂₀₀₀	1,750,785. ⁸⁸⁷ / ₂₀₀₀	29,637,868	118.15
Average cost at distributing point, . . .	\$3.795	Bit. \$2.9041 Coke 3.3125	\$2.9337	.....	.....

Accidents to Persons—State of Connecticut.

a. Accidents resulting from the movement of trains, locomotives or cars:

RAILWAY EMPLOYEES.

Kind of accident.	TRAIN-MEN.		SWITCH TENDERS, CROSSING TENDERS, AND WATCHMEN.		STATION-MEN.		SHOP-MEN.		TRACK-MEN.		TELEGRAPH EMPLOYEES.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling or Uncoupling,	1	12	...	...	...	...	...	1	...	...	...	...	...	...	1	13
Collisions, . . . . .	..	16	...	...	...	...	...	...	...	2	...	...	...	3	...	21
Derailements, . . . . .	..	5	...	...	...	...	...	...	...	...	...	...	...	1	...	6
Parting of Trains, . . . .	..	2	...	...	...	...	...	...	...	...	...	...	...	...	...	2
Locomotives, or Cars breaking down, . . . .	....	6	...	...	...	...	...	...	...	...	...	...	...	...	...	6
Falling from Trains, Locomotives, or Cars,	1	27	...	...	...	...	...	...	...	...	...	...	...	1	1	28
Jumping on or off Trains, Locomotives, or Cars,	1	16	...	...	...	...	...	...	1	...	...	...	...	2	1	19
Struck by Trains, Locomotives, or Cars, . .	7	9	1	...	1	...	...	...	4	1	...	...	1	2	14	12
Overh'd Obstructions, . .	..	6	...	...	...	...	...	...	1	...	...	...	...	1	1	6
Other Causes,	1	42	...	...	...	...	...	...	...	...	...	...	1	1	2	43
Total,	11	141	1	...	1	...	...	1	5	4	...	...	2	10	20	156
Average Number Employed during year, }	6,858		1,760		5,605		4,664		5,074		396		7,669		32,026	

Accidents to Persons—State of Connecticut.—*Continued.*

Kind of accident.	PASSENGERS.		POSTAL CLERKS, EXPRESS MES-EN- GERS, PULLMAN EMPLOY- EES, ETC.		OTHER PERSONS.					
					TRES- PASSING.		NOT TRES- PASSING.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions,	22	....	4	....	....	....	1	....	1
Derailments,	2	....	....	....	....	....	....	....	....
Falling from Trains, Locomo- tives, or Cars,	1	....	1	....	1	....	....	....	1
Jumping on or off Trains, Loco- motives, or Cars,	12	....	....	5	16	....	....	5	16
Struck by Trains, Locomotives, or Cars—
At Highway Crossings,	1	1	9	13	10	14
At Stations,	4	2	1	....	5	2
At other points along track,	70	27	....	....	70	27
Other Causes,	8	....	2	4	2	....	....	4	2
Total,	45	....	7	84	49	10	14	94	63

b. Accidents arising from causes other than those resulting from the movement of trains, locomotives or cars.

RAILWAY EMPLOYEES.

Kind of accident.	SHOPMEN.		TRACKMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured	Killed.	Injured	Killed.	Injured	Killed.	Injured
Handling Traffic, . . . . .	..	..	..	..	..	8	..	8
Handling Tools, Machin- ery, etc.,	1	24	..	3	..	2	1	29
Handling Supplies, etc., . . . . .	..	..	..	10	..	..	..	10
Getting on or off Loco- motives or Cars at rest, . . . . .	..	..	..	1	..	4	..	5
Other Causes,	1	32	..	8	..	24	1	65
Total,	2	56	..	22	..	38	2	118

Accidents to Persons—State of Connecticut.—*Continued.*RAILWAY EMPLOYEES—*Continued.*

Kind of accident.	PASSENGERS.		OTHER PERSONS.	
	Killed.	Injured.	Killed.	Injured.
Handling Traffic,	1
Getting on or off Locomotives or Cars at rest,	1	1	..
Other Causes,	1	2	..
Total,	2	3	1

Summary.	TOTAL.	
	Killed.	Injured.
TABLE a :		
Railway Employees,	20	156
Passengers, . . . . .	....	45
Postal Clerks, etc., . . . . .	....	7
Other Persons,	94	63
TABLE b :		
Railway Employees,	2	118
Passengers, . . . . .	....	2
Other Persons,	3	1
Grand Total,	119	392

Characteristics of Road.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.				PROFILE.				
From —	To —	Miles.	No. of curves.	Aggregate length of curved line. Miles.	Length of straight line. Miles.	Length of level line. Miles.	ASCENDING GRADES.			DESCENDING GRADES.	
							No.	Sum of ascents. Feet.	Aggregate length of ascending line. Miles.	No.	Sum of descents. Feet.
Shore Line Div.:											
Woodlawn Jct., N. Y.,	Stamford, Conn.	22.81	30	7.34	15.47	2.93	13	212.33	9.72	11	250.14
Harlem River, N. Y.,	New Rochelle Jct., N. Y.	11.17	18	3.45	7.72	2.69	8	150.58	5.44	6	90.71
Stamford, Conn.,	New Canaan, Conn.	7.92	18	3.45	4.47	.92	8	269.55	6.68	1	6.12
Stamford, Conn.,	New Haven, Conn.	37.12	39	12.66	24.46	3.49	24	305.00	17.45	21	336.00
Bridgeport, Conn.,	West Div. Term., Conn.	1.71	5	.64	1.07	.20	2	34.00	1.20	1	11.00
Naugatuck Jct., Conn.,	" "	.18	1	.18	.....	.....	1	2.00	.....	.....	.....
Danbury Yd. Limit, Conn.,	So. Norwalk, Conn.	22.99	61	8.81	14.18	4.29	8	150.00	8.10	11	510.00
South Norwalk, Conn.,	Wilson's Point, Conn.	2.44	10	1.89	1.05	.24	2	18.00	.70	2	32.00
Branchville, Conn.,	Ridgefield, Conn.	4.16	18	2.02	2.14	.54	1	332.00	3.62	..	.....
New Haven Term., W. E.,	New Haven Term. E. E.	3.26	10	1.43	1.83	.73	1	29.00	1.77	3	16.00
Cedar Hill Yd. Switch.,	" "	.43	..	....	.43	....	..	.....	....	1	17.00
Cedar Hill Jct.,	" "	.56	1	.21	.35	....	1	11.00	.34	1	7.00
New Haven Pass. Sta.,	West Div. Term. (A).	1.74	5	.58	1.16	....	1	15.00	1.74	..	.....
New Haven Silver Sta.,	Point Switch on (A).	1.21	2	.76	.45	....	1	10.00	1.21	..	.....
New Haven Term.,	Midway Yd. Limit.	51.15	59	18.29	32.86	11.13	26	453.00	19.44	25	442.00
Groton, Conn.,	Midland Div. Limit.	.64	2	.49	.15	....	..	.....	....	1	14.00
New Haven Term.,	Springfield, Mass.	55.96	39	19.23	36.68	11.36	30	440.00	25.70	26	292.00
Middletown, Conn.,	Berlin, Conn.	9.70	13	4.10	5.60	3.54	8	47.00	2.04	13	83.00
Windsor Locks,	Suffield, Conn.	4.27	5	.93	3.34	.60	5	99.00	2.75	2	17.00
Hartford (Mid. Div. Limit),	Fenwick, Conn.	44.46	91	14.57	29.89	18.61	26	306.00	12.11	25	335.00
Meriden Branch,	Meriden, Conn.	1.23	6	.60	.63	.45	1	15.00	.39	1	26.00
Meriden, Conn.,	Westfield, Conn.	7.56	15	3.64	3.92	0.78	2	232.00	3.93	5	111.00
Midland Div.,	Middletown, Conn.	.66	1	.27	.39	.26	..	.....	....	1	15.00
Berlin Branch,	Berlin, Conn.	.39	1	.21	.18	....	1	1.00	.13	1	4.00
New Haven Term.,	Shelburne Jct.,	94.12	159	24.16	69.96	29.96	57	1,030.00	37.74	49	802.00
Farmington, Conn.,	New Hartford, Conn.	15.19	46	8.41	6.78	3.00	13	252.00	9.73	6	67.00

Characteristics of Road. — Continued.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.			PROFILE.						
From —	To —	Miles.	No. of curves.	Aggregate length of curved line. Miles.	Length of straight line. Miles.	Length of level line. Miles.	ASCENDING GRADES.		DESCENDING GRADES.		Aggregate length of grades. Miles.	
							No.	Sum of ascents. Feet.	Sum of descents. Feet.	No.		
Shore Line Div.:—Cont.												
Westfield, Mass.,	Holyoke, Mass.	10.59	15	2.05	8.54	3.41	5	190.00		2	225.00	3.55
Northampton, Mass.,	Williamsburg, Mass.	7.70	25	3.39	4.31	.56	3	368.00		..	..	..
So. Deerfield, Mass.,	Turners Falls, Mass.	9.99	16	2.14	7.85	4.46	8	81.00		5	116.00	2.72
	Total.	431.31	711	145.45	285.86	103.85	251	5,052.46		220	3,824.97	146.86
Western Div.:												
Danbury Yd. Limit,	Danbury Stn.	.73	3	.66	.07	..	..	..	..	..	..	..
Berkshire Jct.,	Brookfield Jct.	8.25	6	.77	2.48	..	..	..	..	..	..	..
Meriden, W. Main St.,	Waterbury (Dublin St.)	15.40	57	7.29	8.11	.44	27	491		26	310	6.59
Naugatuck Jct. Yd. Limit,	Winsted.	55.81	224	27.57	28.24	7.51	58	922		42	234	11.46
Waterbury.	Watertown.	4.82	9	2.59	2.28	.43	5	219		4	18	.55
New Haven Yd. Limit,	Pittsfield, Mass.	117.32	306	55.13	62.19	23.83	81	1,799		58	806	38.59
Bridgeport Yd. Limit,	Botsford.	12.95	49	7.57	5.38	4.42	..	..	..	..	..	..
Van Deusenville,	State Line.	9.54	25	5.12	4.42	..	..	..	..	..	..	..
Hawleyville,	Litchfield.	32.28	135	14.49	17.79	5.606	11	919		7	326.1	6.09
Harford Yd. Limit,	Hopewell Jct., N. Y.	97.00	183	39.87	57.13	13.83	22	1,866.68		18	1,673.68	41.88
Berlin, Conn.,	New Britain, Conn.	2.11	4	.43	1.68	..	1	115		..	..	..
	Total.	351.21	1,001	161.49	189.72	51.646	205	6,331.68		155	3,367.78	105.16
Prov. Div.:												
Boston Switch,	Readville, Tfr.	29.29	11	3.35	25.94	5.32	10	227.3		9	251.0	9.78
Providence,	Midway.	59.11	43	13.66	45.45	6.47	47	402		61	381.2	27.10
"	Worcester.	43.40	91	17.09	26.31	9.96	21	519		5	67	4.96
Valley Falls,	Franklin.	13.59	29	4.07	9.52	2.59	7	88		12	296	8.10

Characteristics of Road. — Continued.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.		PROFILE.							
From—	To—	Miles.	No. of curves.	Aggregate length of curved line. Miles.	Length of straight line. Miles.	Length of level line. Miles.	No.	Sum of ascents. Feet.	Aggregate length of ascending grades. Miles.	No.	Sum of descents. Feet.	Aggregate length of descending grades. Miles.
Prov. Div. :—Cont.												
Adamsdale Jct.,	Norwood Jct.	21.50	29	8.75	12.75	2.36	9	376	8.87	10	377	10.27
Valley Falls,	E Providence.	7.00	15	2.45	4.55	.16	5	49.6	2.21	3	117.8	4.63
East Jct.,	India Point.	8.35	7	.95	7.10	1.95	2	5.0	.21	5	99	5.89
Providence,	East Providence,	1.88	3	.44	1.44	.16	2	9.5	.72	2	12.4	1.00
Attleboro,	Attleboro Jct.	8.60	7	1.00	7.60	1.92	10	121	3.82	9	73	2.86
India Point, Prov.,	Bristol, R. I.	14.02	19	4.74	9.28	3.87	8	95	5.59	9	98	4.56
Warren, R. I.,	Fall River.	7.95	16	2.45	5.50	.53	6	103	3.94	6	126	3.48
Providence,	Douglas Jct.	27.73	74	13.31	14.42	6.04	23	689	18.01	11	126	3.68
Auburn,	Hope.	10.36	34	4.57	5.79	.62	41	279	6.18	26	142	3.56
Woonsocket,	Needham Jct.	24.77	25	5.99	18.78	6.30	10	333.6	8.51	10	335.2	9.96
“	Harrisville.	9.45	19	3.83	5.62	.21	8	247	6.21	10	93	3.03
Conn. B. & P. and P. & W	E. Providence.	.30	1	.30						1	11.0	.30
P. W. & B.,	Ashland.	19.78	53	8.25	11.53	4.89	14	338	7.04	14	437	7.85
Franklin,	Div. Line, Dike St.	1.35	4	.70	.65	.11	3	17	1.01	1	.5	.23
Providence,	Henderson St.	3.58	2	.85	2.73	1.97	....	.....	.....	3	41	1.61
Auburn,	in Providence	.42	....	.....	.42	.12	1	3	.17	1	7	.13
Branch of P. W & B R.R.,	Div. Limit, Nor Br.	2.18	4	.55	1.63	.52	1	9	.45	2	15.7	1.21
Worcester,	Wickford Landing.	3.42	12	1.49	1.93	1.23	1	1.5	.09	3	82	2.10
Wickford Jct.												
	Total.	317.73	498	98.79	218.91	57.30	229	3,912.50	144.19	213	3,188.8	116.24
Midland Div. :												
Readville, Mass.,	Hartford Yd. Limits.	107.66	143	33.94	70.72	11.90	35	1,770.0	48.03	29	1,321	47.73
Hartford, Conn.,	Avon St. Yd. Limits.	1.74	8	.74	1.00	1.27	1	3	.19	1	3	.28
“	Fishry St. Yd. Limits.	3.75	6	2.32	1.43	.61	2	8	.45	2	42	2.69

Characteristics of Road.—Continued.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.			PROFILE.					
From—	To—	Miles.	No. of curves.	Aggregate length of curved line, Miles.	Length of straight line, Miles.	Length of level line, Miles.	ASCENDING GRADES.			DESCENDING GRADES.	
							No.	Sum of ascents, Feet.	Aggregate length of grades, Miles.	Sum of descents, Feet.	Aggregate length of grades, Miles.
Midland Div. :—Cont. East Hartford, Melrose, Vernon, Worcester Yd. Limit, East Thompson, Turnerville, Cedar Hill, Conn., Dike St., Providence,		28.31	28	5.04	23.27	5.31	15	305	8.21	327	14.79
	Springfield.	7.22	13	2.01	5.21	2.73	3	208	3.38	45	1.11
	West St., Rockville.	4.60	10	1.49	3.11	.08	1	152	2.83	74	1.69
	Rockville.	68.09	114	22.61	45.48	15.05	17	193	13.84	634	39.20
	Groton, Conn.	17.36	39	7.74	9.62	3.39	11	220	8.21	207	5.76
	Southbridge.	3.59	8	1.02	2.57	.74	4	44	.95	85	1.90
	Colchester.	50.18	87	19.79	30.39	4.78	18	112	26.21	939	19.19
Total.	Air Line Jct.	56.41	54	25.39	31.02	9.60	4	714	23.69	514	23.12
	Willimantic.	348.91	510	125.09	223.82	55.46	111	3,729	135.99	4,691	157.46
Boston Div. : Boston, Mass., Forest Hills, Readville, Cook St., West Roxbury, Boston, Mass., Dedham Jct., Dedham, Islington Jct., Boston Frt. Branch, Boston. South Braintree, Neponset, Harrison Square, Atlantic,		10.10	11	2.60	7.50	.90	5	87.2	5.33	50.8	3.87
	Boston Tfr.	5.37	12	2.18	3.13	1.11	2	100	2.70	49	1.56
	Dedham.	2.47	6	.93	1.54	.19	1	41	2.05	1	.23
	Needham Jct.	3.90	5	.97	2.93	.98	3	87.76	1.64	4	1.28
	"	4.53	4	.87	3.66	1.07	3	74	2.50	40	.96
	Readville Yd. Limits.	9.52	16	3.18	6.34	2.67	7	154	4	70	2.85
	Dedham.	1.53	4	.76	.77	.87	1	7	.40	5	.26
	"	2.00	2	.45	1.55	.29	2	22	.87	22	.84
	Islington Jct.,	1.04	2	.35	.69	.51	1	9	.19	12	.34
	Boston Frt. Branch,	11.44	17	3.13	8.31	3.30	10	94.55	5.60	35.97	2.54
	Boston.	.42	1	.42	.....	.....	1	6	.27	1	.15
	South Braintree.	3.30	11	.87	2.43	1.13	4	41	1.62	3	.55
	Neponset,	2.39	8	1.05	1.31	.....	1	54	1.00	1	1.39
	Harrison Square, Atlantic,	5.41	12	2.00	3.41	.32	6	131	3.08	66	2.01

Characteristics of Road—Continued.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.		PROFILE.							
From—	To—	Miles.	No. of curves.	Aggregate length of curved line, Miles.	Length of straight line, Miles.	Length of level line, Miles.	No.	Sum of ascents, Feet.	Aggregate length of ascending grades, Miles.	No.	Sum of descents, Feet.	Aggregate length of descending grades, Miles.
Boston Division :—Cont.												
Braintree,	Cohasset,	12.11	21	4.00	8.11	1.27	11	114.95	4.07	12	170.41	6.77
Nantasket Jct.,	Pemberton,	6.95	26	3.05	3.90	4.42	5	10.00	.83	6	38.00	1.70
Southampton St.,	South Bay Jct.	.43	1	.07	.36	.05	1	1.88	.08	1	3.58	.30
Mid. Div. Connections,	Readville,	1.40	5	.35	1.05	.....	2	52.00	1.40	...	.....	.....
	Total,	84.31	164	27.23	57.08	19.08	66	1,084.34	37.63	63	680.19	27.60
Old Colony Division :												
South Braintree,	Newport,	56.16	58	14.65	41.51	9.62	47	510.00	21.65	49	599.00	24.89
Cohasset,	Kingston,	20.20	40	5.29	14.91	2.22	22	365.00	8.73	22	353.00	9.25
South Braintree,	Plymouth,	25.62	17	4.15	21.47	6.92	18	160.00	7.60	23	235.00	11.10
Mayflower Park,	Somerset Jct.	36.31	29	9.02	27.29	4.11	24	350.00	13.67	25	426.00	18.53
Whitman,	Bridgewater Iron Wks.	6.12	6	.58	5.54	.64	6	69.00	2.62	6	83.00	2.86
Elmwood,	Westdale,	.75	1	.64	.11	.44	1	10.00	.31	0	.....	.....
North Abington,	Hanover,	7.80	17	2.78	5.02	.73	9	123.00	2.41	11	192.00	4.66
Matfield,	Easton,	7.56	9	3.06	4.50	1.53	8	103.00	3.69	7	57.00	2.34
Plymouth,	Middleboro,	15.03	19	3.59	11.44	1.73	9	298.00	6.68	10	233.00	6.62
Extension P. & M.	Middleboro.	.42	.....	.....	.42	.....	1	18.00	.42	.....	.....	.....
Middleboro,	Provincetown.	85.66	85	26.03	59.63	17.32	67	1,110.00	33.02	70	1,198.00	35.32
Yarmouth,	Hyannis,	5.05	6	1.37	3.68	.45	4	36.00	1.65	6	75.00	2.95
Buzzards Bay,	Woods Hole,	17.54	15	6.14	11.40	1.19	15	247.00	7.53	15	249.00	8.82
Tremont,	Fairhaven.	15.17	8	2.60	12.57	2.94	7	159.00	6.03	6	213.00	6.20
Harwich,	Chatham.	7.07	15	1.98	5.09	.59	11	139.00	3.62	8	119.00	2.86
Raynham,	Whitinton.	3.38	6	1.58	1.80	.60	3	31.00	1.35	3	43.00	1.43
New Bedford,	Fitchburgh.	91.25	134	26.87	64.38	18.86	45	1,190.00	44.99	39	701.00	27.40
Middleboro,	Mid. and Taunton Jct.	8.04	4	1.16	6.88	.42	4	79.00	2.63	6	130.00	4.99

[Dec.,

Characteristics of Road.—Continued.

[illegible]

Characteristics of Road—Entire Line—Concluded.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	AGGREGATE LENGTH.	MINIMUM LENGTH.	MAXIMUM LENGTH.
		Feet.	Feet.	Feet.
Bridges :				
Stone,	297	8,718	7	580
Iron,	1,133	90,403	10	1,543
Wooden,	294	10,961	10	552
Total,	1,724	110,082		
Trestles,	195	44,647	13.6	3,207
Tunnels,	6	7,335	176	5,078

OVERHEAD, HIGHWAY, AND OTHER CROSSINGS.

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Inches.
Overhead Highway Crossings :			
Bridges,	660	14	4
Conduits,	7	14	3
Trestles,	49	14	4
Total,	716		
Overhead Railway Crossings :			
Bridges,	6	14	*
Conduits,	1	15	
Total,	7		
Tunnels,		14	8

* This includes only those "Overhead Railway Crossings" which form a part of the roadbed of foreign companies.

Characteristics of Road—State of Connecticut—*Concluded.*

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	AGGREGATE LENGTH.	MINIMUM LENGTH.	MAXIMUM LENGTH.
		Feet.	Feet.	Feet.
Bridges:				
Stone,	117	3,210.40	10	385
Iron,	545	50,251.66	10	1,543
Wooden,	151	4,767.50	10	384
Total,	813	58,229.56		
Trestles:	100	25,155.45	15	2,300
Tunnels:	5	2,257	176	1,200

OVERHEAD, HIGHWAY, AND OTHER CROSSINGS.

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Inches.
Overhead Highway Crossings:			
Bridges,	268	14	4
Conduits,	3	14	3
Trestles,	10	14	4
Total,	281		
Overhead Railway Crossings:			
Conduits,	1	15	
Total,	1		
Tunnels,		14	8

Gauge of track, 4 feet 8½ inches; 1,996.43 miles.

Telegraph.

A. OWNED BY COMPANY MAKING THIS REPORT.

None.

B. OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	Name of owner.	Name of operating company.
2,257.02	23,352.03	Western Union Telegraph Company.	Western Union Telegraph Company.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN. } ss.

We, the undersigned, H. M. Kochersperger, Vice-President, and J. M. Tomlinson, General Auditor, of The New York, New Haven and Hartford Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth; and we further say that no deductions were made before stating the operating revenues herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made, to the best of our knowledge, information, and belief.

H. M. KOCHERSPERGER,
Vice-President.

J. M. TOMLINSON,
General Auditor.

Subscribed and sworn to before me this 8th day of October, 1910.

ARTHUR W. BOWMAN,
Notary Public.

NORWICH & WORCESTER RAILROAD CO.

History.

Exact name of common carrier making this report: Norwich and Worcester Railroad Company.

Date of organization: June 22, 1836.

Under laws of what government, state, or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof: Massachusetts and Connecticut.

Date and authority for each consolidation: None.

If a reorganized company, give name of original corporation and refer to laws under which it was organized: None.

What carrier operates the road of this company? The New York, New Haven and Hartford Railroad Company.

Directors.

Name.	Post-office address.	Date of expiration of term.
EDWARD L. DAVIS,	Worcester, Mass.	January 11, 1911.
THOMAS B. EATON,	" "	" "
FRANCIS H. DEWEY,	" "	" "
A. GEORGE BULLOCK,	" "	" "
CHARLES P. COGSWELL,	Norwich, Conn.	" "
ALFRED D. FOSTER,	Milton, Mass.	" "

Principal Officers.

Title.	Name.	Official address.
President,	A. GEORGE BULLOCK,	Worcester, Mass.
Secretary,	MASSENA M. WHITTEMORE,	" "
Treasurer,	MASSENA M. WHITTEMORE,	" "

Officer to whom correspondence concerning this report should be addressed: M. M. Whittemore, Treasurer, Worcester, Mass.

Transportation Corporations Controlled by Respondent.

ACTIVE CORPORATIONS:

None.

INACTIVE CORPORATIONS:

None.

Facts Pertaining to Control of Respondent.

Date of last meeting of stockholders for election of directors: January 12, 1910.

Date of last closing of stock books before end of year for which this report is made: June 18, 1910.

Total number of stockholders of record at that date: 998.

Has each share of stock one vote: Yes.

Has any issue of securities contingent voting rights: No.

Has any issue of securities special privileges in the election of directors:
No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1910? No.

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1910? None.

Road Leased or Otherwise Assigned for Operation.

Name of every Railway Company the Income of which, from Lease or from other Assignment for Operation, is included in this Report.

Name.	TERMINI.		Miles of line (single track)	Name of lessee.
	From—	To—		
Norwich & Worcester,	Groton, Conn.	Worcester Mass.	70.91	The N. Y., N. H. & H. R.

Outside Operations and Other Properties.

Designation.	State or Territory.	Book Value.
Surplus Real Estate:	Massachusetts:	
Land in Webster,	Webster,	\$2,800.00
Land in Oxford,	Oxford,	307.08
Total, . . . . .	. . . . .	\$3,107.08

Road Assigned to Another Carrier Through Lease or Other Agreement.

Name of operating company.	Miles of line.	LEASE OR AGREEMENT.			
		Date.	TERM.		Concise summary of provisions.
			From—	To—	
The N. Y., N. H. & H. R. R. Co., . . .	70.91	Feb. 9, 1869.	Feb. 9, 1869.	Feb. 1, 1869.	8% on Preferred Capital Stock, interest on bonds or debentures, taxes and all other expenses. Leased to Boston, Hartford & Erie R. R. Co., assumed by the New England R. R. Co., and then by the New York, New Haven & Hartford Railroad Company July 1, 1898.

Capital Stock.

Description.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	Total par value not held by respondent.	DIVIDENDS DECLARED DURING YEAR.	
						Rate.	Amount.
Capital Stock :							
Common, . . .	66	*\$100.00	*\$6,600	*\$6,600	*\$6,600	.....	.....
Preferred, . . .	38,250	100.00	3,825,000	3,000,000	3,000,000	8%	\$240,000
Total, . . .	38,316	.....	\$3,831,600	\$3,006,600	\$3,006,600		\$240,000

Purpose of the issue.	Total number shares outstanding.	Total cash realized.	Remarks.
Issued for Cash :			
Common, . . .	66	\$6,600.00	*No dividends declared on this.
Issued for Construction of Properties :			
Preferred, . . .	28,711	3,169,892.00	
Issued for Purchase of Railway or Other Property :			
Nor. & New York Transport'n Co.,	1,289	225,575.00	
Total, . . .	30,066	\$3,402,067.00	

* To be converted into preferred stock whenever presented.

Funded Debt.

Designation of bond or obligation.	TERM.		Total par value authorized.	Total par value outstanding.	Total par value not held by respondent	INTEREST.			
	Date of Issue.	Date of maturity.				Rate.	When payable.	Amount accrued during year.	Amount paid during year.
Debentures,	1897 Mar. 1	1927 Mar. 1	\$2,000,000	\$1,200,000	\$1,200,000	4%	Sept. 1 Mar. 1	\$48,000.00	\$48,000.00
Total, . . .	. . .	. . .	\$2,000,000	\$1,200,000	\$1,200,000	. . .		\$48,000.00	\$48,000.00

A. GENERAL STATEMENT.

None.

B. STATEMENT OF AMOUNT.

None.

Recapitulation of Funded Debt.

Kind of bond or obligation.	Total par value outstanding.	Total par value not held by respondent.	INTEREST.	
			Amount accrued during year, charged to income.	Amount paid during year.
Debentures, . . .	\$1,200,000.00	\$1,200,000.00	\$48,000.00	\$48,000.00
Purpose of the issue.			Total par value outstanding.	Total cash realized.
Issued for additions and betterments, . . .			\$920,000.00	\$979,621.00
Issued for acquisition of securities, . . .			280,000.00	297,332.00
Total,			\$1,200,000.00	\$1,276,953.00

Recapitulation of Capitalization.

Account.	Total par value outstanding.	ASSIGNMENT.		AMOUNT PER MILE OF LINE.	
		To railways.	To other prop- erties.	Miles.	Amount.
Capital stock,	\$3,006,600.00	\$2,877,700.00	\$128,900.00	70.91	\$40,582.00
Funded debt,	1,200,000.00	920,000.00	280,000.00	70.91	12,974.00
Total,	\$4,206,600.00	\$3,797,700.00	\$408,900.00		\$53,556.00

Road and Equipment — Investment Since June 30, 1907.

	Expenditures for additions and better- ments during the year.	Total expenditures July 1, 1907, to June 30, 1909.	Total expenditures July 1, 1907, to June 30, 1910.
ROAD:			
Real estate,	\$96,106.50		
Total,	\$96,106.50	\$3,983,816.51	\$3,887,710.01
RECAPITULATION:			
Road,		\$3,983,816.51	\$3,887,710.01
Equipment,		630,620.32	630,620.32
Total — entire line,		\$4,614,436.83	\$4,518,330.33

Summary of Road and Equipment.

	Amount entire line.
INVESTMENT TO JUNE 30, 1907:	
Road,	\$3,983,816.51
Equipment.	*630,620.32
Total,	\$4,614,436.83
Deduct land sold,	96,106.50
Net total,	\$4,518,330.33
Cost per mile of line,	63,719.22

* Equipment leased to The New York, New Haven and Hartford Railroad Company and so shown on page 326 "General Balance Sheet."

Income Account.

Gross income from lease of road,	\$290,501.16
Salaries and maintenance of organization, \$3,101.00	
	<u>3,101.00</u>
Net income from lease of road,	\$287,400.16

OTHER INCOME:

Interest on other securities, loans, and accounts,	\$959.29
Total other income,	<u>959.29</u>
Gross corporate income,	\$288,359.45
DEDUCTIONS FROM GROSS CORPORATE INCOME:	
Interest accrued on funded debt,	\$48,000.00
Total deductions from gross corporate income,	<u>48,000.00</u>
Net corporate income,	\$240,359.45

DISPOSITION OF NET CORPORATE INCOME:

Dividends declared:

On preferred stock, 8 per cent. payable in quarterly payments,	<u>240,000.00</u>
Balance for year carried forward to credit of profit and loss,	\$359.45

Profit and Loss Account.

DEBIT.	CREDIT.
	Balance June 30, 1909, \$1,111,679.84
Balance credit, June 30, 1910, carried to balance sheet, \$1,112,039.29	Balance for year brought forward from income account, 359.45
Total, . . . \$1,112,039.29	Total, . . . \$1,112,039.29

Securities Owned — Stocks.

	Par value of securities owned.	Cost or book value.
Other than Railway Companies — Active:		
The New England Navigation Company, deb.,	\$675,000.00	\$675,000.00

* The interest is paid to N. Y., N. H. & H. R. R. Co.

Advances to Proprietary, Affiliated, and Controlled Companies.

	Amount.
Advances for Construction, Equipment, and Betterments:	
N. Y., N. H. & H. R. R. Co.,	\$96,106.50
Total,	\$96,106.50

Miscellaneous Income.

	Net miscellaneous income.
Interest on deposits,	\$959.29
Total,	\$959.29

Taxes and Assessments.

A. FOR REPORTING COMPANY'S OWNED AND PROPRIETARY LINES.

Lessee assumes this.

B. FOR REPORTING COMPANY'S LEASED AND OPERATED LINES.

None.

Important Changes During the Year.

1. All extensions of road put in operation; 2. Decrease in mileage by line abandoned or line straightened; 3. All other important physical changes; 4. All leases taken or surrendered; 5. All consolidations or reorganizations effected; 6. All new stocks issued; 7. All new funded debt issued; 8. All changes in the respondent's holdings of stocks and funded debt; 9. Adjustments in the book value of securities owned, and reasons therefor; 10. All other important financial changes:

No. 2: Spur track at Norwich carried into sidings, .63 miles also correction of mileage in Massachusetts reducing it .08 miles and adding to Connecticut .02 miles.

No. 3: Real estate in Worcester, Mass., sold and the proceeds, \$96,106.50, turned over to the lessee and placed to improvement fund, entitled "New York, New Haven and Hartford R. R. Co. Improvement Fund."

This money can be expended only on the property of this company and by the sanction of its Board of Directors.

Comparative General Balance Sheet.

JUNE 30, 1909.		ASSETS.	JUNE 30, 1910.		Increase or decrease.
Item.	Amount.		Item.	Amount.	
		Property Investment:			
		I. Road and Equipment—			
\$3,983,816.51		Investment to June 30, 1907.			
630,620.32		Road—page 323.	\$3,887,710.01		Cr.\$96,106.50
		Equipment—page 323.			
		Leased to N. Y., N. H. &	630,620.32		
		H. R. R.,			
.....	\$4,614,436.83	Total, . . . . .	.....	\$4,518,330.33	.....
		III. Other Investments—			
		Advances to proprietary,			
		affiliated, and controlled			
		companies for construc-			
		tion, equipment, and bet-			
		terments—page 325, .		\$96,106.50	\$96,106.50
		Miscellaneous Investments—			
	\$3,107.08	Physical Property —			
.....		page 321,		3,107.08	.....
.....	\$4,617,543.91	Total, . . . . .	.....	\$4,617,543.91	.....
		Working Assets:			
	\$89,432.93	Cash,		\$89,780.38	\$347.45
	675,000.00	Marketable securities—			
	16,000.00	Funded debt—page 325.		675,000.00	.....
.....		Miscellaneous accounts			
		receivable,		16,000.00	.....
.....	\$780,432.93	Total, . . . . .	.....	\$780,780.38	.....
		Deferred Debit Items:			
	\$180.00	Special deposits, . . .		\$180.00	.....
.....				
	\$180.00	Total, . . . . .	.....	\$180.00	.....
.....				
	\$5,398,156.84	Grand Total, . . . .	.....	\$5,398,504.29	\$347.45

Comparative General Balance Sheet.—Continued.

JUNE 30, 1909.		LIABILITIES.	JUNE 30, 1910.		Increase or decrease.
Item.	Amount.		Item.	Amount.	
		Stock:			
	\$6,600.00	Capital stock—page 322—			
		Common stock not held			
		by company, . . .	\$6,600.00		
	3,000,000.00	Preferred stock not held			
		by company, . . .	3,000,000.00		
	\$3,006,600.00	Total,		\$3,006,600.00	
		Mortgage, Bonded, and Se-			
		cured Debt:			
	\$1,200,000.00	Funded debt—page 323—			
		Debentures not held by			
		company,		\$1,200,000.00	
	\$1,200,000.00	Total,		\$1,200,000.00	
	\$180.00	Working Liabilities:			
		Miscellaneous accounts			
		Payable,	\$180.00		
	63,697.00	Matured interest, dividends,			
		and rents unpaid,	63,685.00		Cr. \$12.00
	\$63,877.00	Total,		\$63,865.00	
	\$16,000.00	Accrued Liabilities Not Due:			
		Unmatured interest, divid-			
		dends, and rents payable,		\$16,000.00	
	\$16,000.00	Total,		\$16,000.00	
	\$1,111,679.84	Profit and Loss:			
		Balance—page 324,		\$1,112,039.29	\$359.45
	\$5,398,156.84	Grand Total,		\$5,398,504.29	\$347.45

Oath.

COMMONWEALTH OF MASSACHUSETTS, }
COUNTY OF WORCESTER. } ss.

We, the undersigned, A. G. Bullock, President, and M. M. Whittemore, Treasurer of Norwich and Worcester Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth; and we further say that no deductions were made before stating the operating revenues herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made, to the best of our knowledge, information, and belief.

A. G. BULLOCK,

President.

M. M. WHITTEMORE,

Treasurer.

Subscribed and sworn to before me this 30th day of September, 1910.

D. W. CARTER,

Notary Public.

SOUTH MANCHESTER RAILROAD CO.

History.

Exact name of common carrier making this report: South Manchester Railroad Company.

Date of organization: May session, 1866.

Under laws of what Government, State or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof: State of Connecticut.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same: None.

Date and authority for each consolidation: None.

If a reorganized company, give name of original corporation and refer to laws under which it was organized: None.

What carrier operates the road of this company? Class 5.

Directors.

Name.	Post-office address.	Date of expiration of term.		
HARRY G. CHENEY,	South Manchester, Conn.,	Until successor is appointed.		
R. O. CHENEY,	" "	"	"	"
FRANK CHENEY, JR.,	" "	"	"	"
JAS. W. CHENEY,	" "	"	"	"

Principal Officers.

Title.	Name.	Official address.
President,	HARRY G. CHENEY,	South Manchester, Conn.
Secretary,	RICHARD O. CHENEY,	" "
Treasurer,	CHAS. H. CHENEY,	" "
Atty. or Gen. Counsel,	OLIN R. WOOD,	Manchester, Conn.
General Manager,	RICHARD O. CHENEY,	South Manchester, Conn.
General Freight Agent,	A. L. GEER,	" "

Officer to whom correspondence concerning this report should be addressed: Richard O. Cheney, Secretary and General Manager, South Manchester, Conn.

Transportation Corporations Controlled by Respondent.

None.

Facts Pertaining to Control of Respondent.

Date of last meeting of stockholders for election of directors: Dec. '31, 1909.

Total number of stockholders of record at that date: 6.

Has each share of stock one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors.
No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1910? No.

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1910? No.

Road Operated — Entire Line.

NAME OF EVERY RAILWAY COMPANY THE OPERATIONS OF WHICH ARE INCLUDED
IN THIS REPORT.

Name.	TERMINI.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
South Manchester R. R. Co.,	South Manchester, Ct.	Manchester, Ct.	2.25	2.25

(1) Road Jointly Owned or (2) Road Jointly Leased.

None.

Road Operated — State of Connecticut.

Name.	TERMINI.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
South Manchester R. R. Co.,	South Manchester, Ct.	Manchester, Ct.	2.25	2.25

(1) Road Jointly Owned or (2) Road Jointly Leased.

None.

Tracks Operated.

LIST OF TRACKS THE OPERATIONS OF WHICH ARE INCLUDED IN THIS REPORT.

Name of owner.	Location.	Character of business.	MILES OF TRACK.		
			Main track.	Yard tracks and sidings.	Total.
So. Manchester R. R.,	So. Manchester, Ct.,	Common carrier,	2.25	3.45	5.70

TRACKS OPERATED AT COST FOR JOINT BENEFIT — INCLUDED ABOVE.

None.

Are the tracks of the respondent operated primarily in the interest of any industrial, manufacturing, or other corporation, firm, or individual? If so, give the name and address of corporation, firm, or individual: Cheney Brothers, South Manchester, Conn.

Mileage of Line Owned — By States and Territories.

State or Territory.	LINE OWNED.		Total mileage owned.	RAILS.	
	Main track.	Yard tracks and sidings.		Iron.	Steel.
Connecticut, . . .	2.25	3.45	5.70	1.08	4.62

Road Leased or Otherwise Assigned for Operation.

NAME OF EVERY RAILWAY COMPANY THE INCOME OF WHICH, FROM LEASE OF FROM OTHER ASSIGNMENT FOR OPERATION, IS INCLUDED IN THIS REPORT.
None.

Mileage of Line Owned — By States and Territories.

None.

Tracks Leased or Otherwise Assigned for Operation.

LIST OF TRACKS THE INCOME OF WHICH, FROM LEASE OR FROM OTHER ASSIGNMENT FOR OPERATION, IS INCLUDED IN THIS REPORT.

None.

Mileage of Line Owned — By States and Territories.

None.

Outside Operations and Other Properties.

A. OUTSIDE OPERATIONS.

None.

B. OTHER PROPERTIES.

None.

Road or Tracks Acquired by Respondent Through Lease or Other Agreement.

None.

Road or Tracks Assigned to Another Carrier Through Lease or Other Agreement.

None.

Capital Stock.

Description.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	Total par value not held by respondent.
Common,	400	\$100.00	\$40,000.00	\$40,000.00	\$40,000.00

Dividends declared during year: None.

Capital Stock — Continued.

Purpose of the issue.	Total number of shares outstanding.	Total cash realized.
Issued for Cash,	400	\$40,000.00

Funded Debt.

None.

Recapitulation of Funded Debt.

None.

Recapitulation of Capitalization.

Account.	Total par value outstanding.	Assignment to railways.
Capital Stock,	\$40,000.00	\$40,000.00

Premium on Securities.

None.

Discount on Securities.

None.

Security for Funded Debt.

None.

Receiver's Certificates.

None.

Expenditures for Additions and Betterments During the Year.

None.

Road and Equipment — Investment Since June 30, 1907.

Account.	Total expenditures, July 1, 1907, to June 30, 1909.	Total expenditures, July 1, 1907, to June 30, 1910.
Road,	\$92,895.67	\$92,895.67
Equipment,	32,294.85	32,294.85
Total—Entire Line,	\$125,190.52	\$125,190.52
Total—State of Connecticut,	125,190.52	125,190.52

Summary of Road and Equipment.

Account	Amount entire line.	Amount State of Conn.
INVESTMENT TO JUNE 30, 1907:		
Road,	\$92,895.67	\$92,895.67
Equipment,	32,294.85	32,294.85
Total,	\$125,190.52	\$125,190.52
Net total,	\$125,190.52	\$125,190.52
Cost per mile of line,	55,640.23	55,640.23

Income Account.

OPERATING INCOME:

Rail Operations:

Operating revenues,	\$19,348.27
Operating expenses,	19,293.33

Net operating revenue, \$54.94

Total net revenue, \$54.94

Taxes accrued, 431.52

Operating loss, \$376.58

Net corporate loss, \$376.58

Balance for year carried forward
to debit of profit and loss, \$376.58

Profit and Loss Account.

Debit.		Credit.	
Balance for year brought forward from Income Account,	\$376.58	Balance June 30, 1909,	\$60,242.22
Balance Credit, June 30, 1910, carried to Balance Sheet,	59,865.64	Balance debt, June 30, 1910, carried to balance sheet,	60,242.22
	\$60,242.22		\$60,242.22

Operating Revenues — State of Connecticut.

Account.

I. REVENUE FROM TRANSPORTATION:

	Total revenues.
Freight revenue,	\$15,275.73
Passenger revenue,	3,950.39
Excess baggage revenue,	2.15
Express revenue,	120.00
Total passenger service train revenue,	\$4,072.54
Total revenue from transportation,	\$19,348.27
Total operating revenues — state,	\$19,348.27

Securities Owned — Stocks.

None.

Securities Owned — Funded Debt.

None.

Summary of Securities Owned.

None.

Does the respondent own or control any railway securities (stock, funded debt, or miscellaneous) through any intermediary which does not make an annual report to the Commission? No.

Sinking and Other Funds.

None.

Reserves.

None.

Advances to Proprietary, Affiliated, and Controlled Companies.

None.

Obligations for Advances From Other Companies.

None.

Property Abandoned, Chargeable to Operating Expenses.

None.

Operating Expenses — Entire Line.**I. MAINTENANCE OF WAY AND STRUCTURES:**

	Amount.	Ratio to total of gen'l expenses, % per cent.	Ratio to total operating expenses, per cent.
Roadway and track,	\$3,614.16	78.78	18.73
Buildings, fixtures, and grounds,	941.23	20.52	4.88
Other expenses,	32.16	.70	.17
Total — Maintenance of way and structures,	\$4,587.55	100	23.78

II. MAINTENANCE OF EQUIPMENT:

Steam locomotives — repairs,	\$467.39	62.26	2.42
Passenger-train cars — repairs,	259.18	34.53	1.34
Other expenses,	24.13	3.21	.13
Total — Maintenance of equipment,	750.70	100	3.89

IV. TRANSPORTATION EXPENSES:

Superintendence,	\$1,500.00	12.72	7.77
Dispatching trains,	2,553.96	21.66	13.24
Yard switch and signal tenders,	124.00	1.05	.64
Road enginemen,	3,286.50	27.87	17.04
Fuel for road locomotives,	1,804.51	15.30	9.35
Other supplies for road locomotives,	580.67	4.93	3.02
Road trainmen,	1,565.00	13.27	8.11
Train supplies and expenses,	3.38	.01	.02
Other expenses,	374.80	3.19	1.94
Total — Transportation expenses,	\$11,792.82	100	61.12

Operating Expenses — Continued.**V. GENERAL EXPENSES:**

	Amount.	Ratio to total of gen'l % per cent.	Ratio to total oper- ating ex- penses per cent.
Salaries and expenses of clerks and at- tendants,	\$655.01	30.29	3.39
Insurance,	297.50	13.76	1.54
Other expenses,	1,209.75	55.95	6.28
Total — General expenses,	\$2,162.26	100	11.21

RECAPITULATION OF EXPENSES:

I. Maintenance of way and structures,	\$4,587.55	23.78
II. Maintenance of equipment,	750.70	3.89
IV. Transportation expenses,	11,792.82	61.12
V. General expenses,	2,162.26	11.21
Total operating expenses,	\$19,293.33	100

Ratio of operating expenses to operating revenues, 100.285 per cent.

OPERATING EXPENSES — STATE OF CONNECTICUT:

I. Maintenance of way and structures,	\$4,587.55	23.78
II. Maintenance of equipment,	750.70	3.89
IV. Transportation expenses,	11,792.82	61.12
V. General expenses,	2,162.26	11.21
Total operating expenses,	\$19,293.33	100

Ratio of operating expenses to operating revenues, 100.285 per cent.

Summary of Revenues and Expenses of Outside Operations and Other Properties.

None.

Rents Receivable.

None.

Miscellaneous Income.

None.

Rents Payable.

None.

Other Deductions from Income.

None.

Separately Operated Properties.

None.

Hire of Equipment.

None.

Recapitulation of Hire of Equipment.

None.

Taxes and Assessments.

A. FOR REPORTING COMPANY'S OWNED AND PROPRIETARY LINES.

State or territory.	AD VALOREM TAX.		Total.
	On the value of real and personal property.	On the value of stocks or bonds; or on valuation based on earnings, dividends, or other results of operation.	
State of Connecticut,	\$271.52	\$160.00	\$431.52

B. FOR REPORTING COMPANY'S LEASED AND OPERATED LINES.
None.

Important Changes During the Year.

1. All extensions of road put in operation; 2. Decrease in mileage by line abandoned or line straightened; 3. All other important physical changes; 4. All leases taken or surrendered; 5. All consolidations or reorganizations effected; 6. All new stocks issued; 7. All new funded debt issued; 8. All changes in the respondent's holdings of stocks and funded debt; 9. Adjustments in the book value of securities owned, and reasons therefor; 10. All other important financial changes:

None.

Comparative General Balance Sheet.

JUNE 30, 1909.		ASSETS.	JUNE 30, 1910.		Increase.
Item.	Amount.		Item.	Amount.	
		Property Investment:			
		I. Road and Equipment—			
	\$92,895.67	Investment to June 30, 1907,		\$92,895.67	
	32,294.85	Road—		32,294.85	
		Equipment—			
		Total,		\$125,190.52	
		Working Assets:			
	\$3,531.04	Materials and supplies, .		\$3,804.98	
	881.65	Other working assets, .		881.65	
		Total,		\$4,686.63	\$273.94
	\$4,412.65				
	\$129,603.21	Grand Total, . .		\$129,877.15	\$273.94

Comparative General Balance Sheet — *Continued.*

JUNE 30, 1909.		LIABILITIES.	JUNE 30, 1910.		Increase.
Item.	Amount.		Item.	Amount.	
\$40,000.00		Stock: Capital stock—	\$40,000.00		
.....	\$40,000.00	Total, . . . . .	.....	\$40,000.00	
\$26,483.33		Working Liabilities: Loans and bills payable, .	\$28,011.51		\$1,528.18
.....	\$26,483.33	Total, . . . . .	.....	\$28,011.51	\$1,528.18
.....	\$2,000.00	Replacement fund, . . .	.....	\$2,000.00	
.....	\$60,242.22	Profit and Loss: Balance—	.....	\$59,865.64	\$376.58
.....	\$128,725.55	Grand Total, . . . . .	.....	\$129,877.15	\$1,151.60

Contracts, Agreements, etc.

1. Express companies; 2. Mails; 3. Sleeping parlor, or dining car companies; 4. Freight or transportation companies or lines; 5. Other railroad companies; 6. Steamboat or steamship companies; 7. Telegraph companies; 8. Telephone companies; 9. Other contracts:

None.

Employees and Salaries.

Class.	No. on June 30.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers,	2	.....	
General office clerks,	1	100	\$600.00	\$6.00
Station agent and conductor,	1	313	1,500.00	4.79
Other station men,	3	957	2,152.65	2.25
Enginemen,	2	626	2,034.50	3.25
Firemen,	2	626	1,252.00	2.00
Other trainmen,	2	626	1,565.00	2.50
Section foremen,	1	314	942.00	3.00
Other trackmen,	3	783	1,545.75	1.97 ¹¹ / ₁₀₀
Switch tenders, crossing tenders, and watchmen,	6	669	1,170.75	1.75
All other employees and laborers, . . . . .	..	...	.....	....
Total including general officers,	19	5,014	\$12,762.65	2.54 ⁵⁴ / ₁₀₀
Less general officers,	2	.....	
Total, excluding general officers,	17	5,014	\$12,762.65	2.54 ⁵⁴ / ₁₀₀
Distribution of above:				
Maintenance of way and structures,	6	1,766	3,658.50	2.07 ¹⁶⁴ / ₁₀₀₀
Transportation expenses,	10	3,148	8,504.15	2.70 ¹⁴ / ₁₀₀
General expenses,	1	100	600.00	6.00
Total excluding general officers,	17	5,014	\$12,762.65	2.54 ⁵⁴ / ₁₀₀

Traffic and Mileage Statistics—Entire Line.

Item.	Column for No. passengers, tonnage, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
No. of passengers carried earning revenue,	93,559	.....	.....	.....
No. of passengers carried one mile,	200,508	.....	.....	.....
No. of pass'gers carried 1 mile per mile of r'd,	93,559	.....	.....	.....
Average distance carried, miles,	2.25	.....	.....	.....
Total passenger revenue (p. 311),	.....	3,950	39	.....
Average am't received from each passenger,	.....	.....	04	222
Average receipts per passenger per mile,	.....	.....	01	9702
Total pass. service train revenue (p. 311),	.....	4,072	54	.....
Passenger service train rev. per mile of road,	.....	1,810	02	.....
Passenger service train rev. per train-mile,	.....	.....	34	645
Freight Traffic :				
No. of tons carried of freight earning revenue (p. 318),	55,200	.....	.....	.....
No. of tons carried one mile,	140,760	.....	.....	.....
No. of tons carried one mile per mile of road,	55,200	.....	.....	.....
Average distance haul of one ton, miles,	2.25	.....	.....	.....
Total freight revenue (p. 311),	.....	15,275	73	.....
Average am't received for each ton of freight,	.....	.....	27	673
Average receipts per ton per mile,	.....	.....	10	852
Freight revenue per mile of road,	.....	6,789	21	.....
Freight revenue per train mile,	.....	4	49	286
Total Traffic :				
Operating revenues (p. 311)	.....	19,348	27	.....
Operating revenues per mile of road,	.....	8,599	23	200
Operating revenues per train-mile,	.....	1	27	669
Operating expenses (p. 312),	.....	19,293	33	.....
Operating expenses per mile of road,	.....	8,574	81	400
Operating expenses per train-mile,	.....	1	27	306
Net operating revenue (or deficit) p. 311,	.....	54	94	.....
Net operating rev. (or deficit) p. mile of road,	.....	24	42	.....
Average No. of passengers per car-mile,	17.	.....	.....	.....
Average No. of passengers per train-mile,	17.	.....	.....	.....
Average No. of passenger cars per train-mile,	1.	.....	.....	.....
Average No. of tons of freight per loaded car-mile,	15.21	.....	.....	.....
Average No. of tons of freight per train-mile,	41.4	.....	.....	.....
Average No. of freight cars per train-mile,	4.11	.....	.....	.....
Average No. of loaded cars per train-mile,	2.72	.....	.....	.....
Average No. of empty cars per train-mile,	1.393	.....	.....	.....
Average mileage operated during year,	2.25	.....	.....	.....

Traffic and Mileage Statistics—Entire Line—*Concluded.*

Classification.	Item.	Total.
LOCOMOTIVE MILEAGE:		
Revenue Service—		
Freight Locomotive-Miles,	8,400	.....
Passenger Locomotive-Miles,	11,755	.....
Total Revenue Locomotive Mileage,	15,155	15,155
CAR MILEAGE:		
Revenue Service—		
Freight Car-Miles—		
Loaded,	9,252	.....
Empty,	4,736	.....
Total Freight Car-Miles,	13,988	13,988
Passenger Car-Miles—		
Passenger,	11,755	.....
Total Passenger Car-Miles,	11,755	11,755
TRAIN MILEAGE:		
Revenue Service—		
Freight Train-Miles,	8,400	.....
Passenger Train-Miles,	11,755	.....
Total Revenue Train Mileage,	15,155	15,155

Traffic and Car Statistics—Entire Line.

CAR STATISTICS.

SWITCHING TRAFFIC—FREIGHT:

Number of cars handled not earning revenue—
empty, 2,105

TERMINAL OPERATIONS—FREIGHT.

Number of cars handled earning revenue, . . . 4,112

TERMINAL OPERATIONS—PASSENGER:

Number of cars handled earning revenue, . . . 5,936

SUMMARY:

Total number of cars handled earning revenue
—loaded, 10,048
Total number of cars handled not earning
revenue—empty, 2,105
Total number of cars handled, . . . 12,153

REVENUE AND EXPENSE STATISTICS.

SWITCHING TRAFFIC AND TERMINAL OPERATIONS:

Total revenue,	\$19,348.27
Average revenue per revenue car,	1.592
Operating expenses,	\$19,724.85
Average expenses per car handled,	1.623

Freight Traffic Movement—State of Connecticut.

Commodity.	Freight originating on this road.	Freight re- ceived from connecting roads and other carriers.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
Products of Agriculture:				
Grain,	451	446	446	.....
Other Mill products,	1,365	1,365	1,365	.....
Hay,	230	230	230	.....
Total, . . . . .	.....	.....	2,041	3.69
Products of Mines:				
Anthracite Coal,	11,276	11,276	11,276	.....
Bituminous Coal,	27,381	27,381	27,381	.....
Stone, Sand, and other like articles,	815	815	815	.....
Total, . . . . .	.....	.....	39,472	71.51
Products of Forests:				
Lumber,	6,569	6,569	6,569	.....
Total, . . . . .	.....	.....	6,569	11.91
Manufactures:				
Other Castings and Machinery,	694	694	694	.....
Cement, Brick, and Lime,	1,218	1,218	1,218	.....
Total, . . . . .	.....	.....	1,912	3.46
Merchandise,	3,086	2,120	5,206	9.43
Total Tonnage—State, . . . . .	.....	.....	55,200	100.00
Total Tonnage—Entire Line, . . . . .	.....	.....	55,200	100.00

Description of Equipment—Entire Line.

Item.	Number on June 30, 1909.	Number on June 30, 1910.	Number fitted with train brake.	Number fitted with automatic coupler.
Total locomotives in service, .	2	2	2	2
Total locomotives owned, . .	2	2	2	2
Combination cars,	4	4	4	4
Total cars owned,	4	4	4	4

EQUIPMENT OWNED OR LEASED NOT IN SERVICE OF THE RESPONDENT.
None.

Mileage—Entire Line.

(a) MILEAGE OF ROAD OPERATED (All Tracks).

Line in use.	LINE OWNED.		Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.		Iron.	Steel.
Miles of single track,	2.25	3.45	5.70	1.08	4.62
Total mileage operated (all tracks),	2.25	3.45	5.70	1.08	4.62

(b) MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (Single Track).

State or territory.	LINE OWNED.		Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.		Iron.	Steel.
Connecticut,	2.25	3.45	5.70	1.08	4.62

(c) MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (Single Track).

State or territory.	LINE OWNED.		Total mileage owned.	RAILS.	
	Main line.	Branches and spurs.		Iron.	Steel.
Connecticut,	2.25	3.45	5.70	1.08	4.62

Renewals of Rails and Ties.

NEW RAILS LAID DURING THE YEAR.

None.

NEW TIES LAID DURING THE YEAR.

Kind.	Number.	Average price at distributing point.
Chestnut,	1,190	50 cents.

Consumption of Fuel by Locomotives — State of Connecticut.

Locomotives.	Coal, tons, bituminous.	Hard wood, cords.	Total fuel consumed, tons.	Miles run.	Average pounds consumed per mile.
Revenue Service :					
Freight,	513	6	517	15,155	.68
Passenger,					
Total,	513	6	517	15,155	.68
Average Cost at Distributing Point,	\$4.30	.....	\$4.30	.....	.....

Accidents to Persons.

None.

Characteristics of Road.

Details cannot be given.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	NUMBER.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
Bridges : Iron,	2	38	..	18	..	20	..

OVERHEAD HIGHWAY CROSSINGS.

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Inches.
Bridges,	1	19	10

GAUGE OF TRACK — 4 feet 8¾ inches; 2.25 miles.

Telegraph.

(a) OWNED BY COMPANY MAKING THIS REPORT.

None.

(b) OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
2.25	2.25	Cheney Brothers.	Cheney Brothers.

Oath.STATE OF CONNECTICUT, }
COUNTY OF HARTFORD, } ss.

We, the undersigned, Harry G. Cheney, President, and Richard O. Cheney, Secretary and General Manager, of the South Manchester Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth; and we further say that no deductions were made before stating the operating revenues herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made, to the best of our knowledge, information, and belief.

HARRY G. CHENEY,
*President.*RICHARD O. CHENEY,
Sec. and Gen. Manager.

Subscribed and sworn to before me this 29th day of September, 1910.

ROBERT RICHMOND,
Notary Public.

STREET RAILWAYS.

THE BRISTOL & PLAINVILLE TRAMWAY CO.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1910.

Capital authorized by charter,	\$1,000,000.00	
Capital stock outstanding,	375,000.00	
Bonds outstanding,	400,000.00	
Total stock, bonds, and floating debt,	775,000.00	
Capital stock issued per mile of road owned,	29,123.95	
Bonds issued per mile of road owned,	31,065.55	
Cost of construction,	290,266.22	
*Cost of equipment,	502,013.19	
Total cost of construction and equipment,	792,279.41	
Cost of construction and equipment per mile of road owned,	61,531.49	
Gross earnings from operation,	96,868.54	
Operating expenses,	56,012.10	
Net earnings,	40,856.44	
Income from other sources,	35,045.31	
Gross income from all sources,	75,901.75	
Per cent. of operating expenses to gross earnings,		57.82
Gross earnings per mile operated,	7,523.19	
Operating expenses per mile operated,	4,350.12	
Net earnings per mile operated,	3,173.07	
Car earnings per car mile, . . . . .	.2479	
Miscellaneous earnings per car mile, . . . . .	.0036	
Gross earnings per car mile, . . . . .	.2515	
Operating expenses per car mile, . . . . .	.1454	
Net earnings per car hour, . . . . .	.1061	
Car earnings per car hour,	1.954	
Miscellaneous earnings per car hour, . . . . .	.028	
Gross earnings per car hour,	1.982	
Operating expenses per car hour,	1.146	
Net earnings per car hour, . . . . .	.836	
Taxes paid state,	5,759.81	
Interest paid,	17,410.00	
Dividend paid,	26,250.00	
Total length of main track owned,		12.876
Total length of main track operated,		12.876
Total car mileage,		385,129
Total car hours,		48,874
Fare passengers carried,		1,962,811

* Includes electric lighting and gas plants.

Fare passengers per mile run (passenger), . . .	5.09
Fare passengers per car hour (passenger), . . .	40.16
Fare passengers per mile of main track operated, .	152,439
Average fare revenue passengers, . . . . .	.04852
Average fare all passengers (including transfer passengers), . . . . .	.04472
Average number of employees during year, . . .	80
Accidents: Injured,	12

Description of Lines.

From —	To—	Length of road (first main track).	Length of sidings and turnouts.	Total computed as single track.
Maple Street, Bristol,	Plainville.	5.324	.284	5.608
Pine Street, “	Lake Compounce.	2.012	.303	2.315
Riverside Avenue, “	Terryville.	4.567	.280	4.847
No. Main Street, “	Oakland St., Bristol.	.973	....	.973
		12.876	.867	13.743

Corporate Name and Address of Company.

The Bristol and Plainville Tramway Company, Bristol, Conn.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Organized September 21, 1893.

Officers of the Company.

Name.	Title.	Official Address
MILES LEWIS PECK,	President,	Bristol, Conn.
N. E. PIERCE,	Vice-President,	“ “
M. L. TIFFANY,	Secretary,	“ “
M. L. TIFFANY,	Treasurer,	“ “
G. E. COCKINGS,	General Manager,	“ “

Directors of the Company.

Name.	Residence.
MILES LEWIS PECK,	Bristol, Conn.
N. E. PIERCE,	“ “
W. S. INGRAHAM,	“ “
W. A. INGRAHAM,	“ “
O. F. STRUNZ,	“ “
M. E. WELDON,	“ “
C. T. TREADWAY,	“ “
M. L. TIFFANY,	“ “
J. H. WARD,	“ “

Date of close of fiscal year, September 30th.

Date of stockholders' annual meeting, last Saturday in October.

Capital Stock.

Description.	Total par value authorized.	Number of shares outstanding.	Par value per share.	Total Par value issued and outstanding.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Common,	\$1,000,000.00	3,750	\$100	\$375,000.00	7%	\$26,250.00

Total number of stockholders, 19.

Total number of stockholders in this State, 19.

Amount of stock held in this State, \$375,000.00.

Funded Debt.

Description.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.
First Mortgage, .	Nov. 1, 1905	40	Nov. 1, 1945	\$600,000.00	\$400,000.00

INTEREST.

Rate.	When payable.	Accrued during year.
4½ per cent.	May 1 and November 1.	\$16,585.00

Per mile of single track owned exclusive of sidings and turnouts, 12.876 miles:

Capital stock outstanding, \$29,123.95

Funded debt outstanding, 31,065.55

Total, \$60,189.50

Construction and Equipment.

Account.	Total cost to June 30, 1909.	Additions during year.	Deductions during year.	Total cost to June 30, 1910.
Organization,	\$6,560.25	.....	.....	\$6,560.25
Engineering and superintendence, .	16,327.69	.....	.....	16,327.69
Right of way,	8,270.70	.....	.....	8,270.70
Track and roadway construction, .	197,796.18	.....	.....	197,796.18
Electric line construction,	19,491.99	.....	.....	19,491.99
Real estate used in operation of road,	17,076.35	.....	.....	17,076.35
Buildings and fixtures used in operation of road,	24,743.06	.....	.....	24,743.06
Total Construction,	290,266.22	.....	.....	290,266.22
*Power plant equipment,	398,261.58	35,017.31	.....	433,278.89
Shop tools and machinery,	1,414.64	4.00	.....	1,418.64
Cars,	42,190.01	1,789.99	.....	43,980.00
Electric equipment of cars,	23,200.16	.....	.....	23,200.16
Miscellaneous equipment,	135.50	.....	.....	135.50
Total,	465,201.89	36,811.30	.....	502,013.19
Grand total construction and equipment,	755,468.11	36,811.30	.....	792,279.41
Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts, (12.876)	.....	.....	.....	61,531.49

* Includes electric lighting and gas plants.

Income Account for Year ending June 30, 1910.

Gross earnings from operation,	\$96,868.54	
Operating expenses,	56,012.10	
Net earnings from operation,		\$40,856.44
Miscellaneous income:		
From electric lighting and gas departments, .		35,045.31
Gross income less operating expenses, . . .		\$75,901.75
Deductions from income:		
Taxes:		
On real and personal property,	\$2,863.50	
On capital stock,	5,759.81	
On earnings,	353.51	\$8,981.82
Interest:		
On funded debt,	\$16,585.00	
On floating debt,	825.00	17,410.00
Net income,		\$49,509.93

Deductions from net income:

One dividend, 3% on \$375,000 common stock,

One dividend, 4% on \$375,000 common stock,

26,250.00

Surplus for year,	\$23,259.93
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Surplus at beginning of year,	\$21,941.62
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Profit or loss adjustments during year:

Credits,	23,259.93
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Surplus at close of year,	\$45,201.55
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Gross Earnings from Operations.

Car earnings:

Passengers,	\$95,231.43	
Mail,	200.04	
Express,	62.40	\$95,493.87

Miscellaneous earnings:

Advertising,	\$564.04	
Rent of land and buildings,	528.63	
Bond premium,	282.00	1,374.67
Total,		\$96,868.54

Operating Expenses.

MAINTENANCE.

Way and structures:

Maintenance of track and roadway,	\$4,883.43	
Maintenance of electric line,	76.61	
Maintenance of buildings and fixtures,	887.94	
Total,		\$5,847.98

Equipment:

Maintenance of cars,	\$3,271.94	
Maintenance of electric equipment of cars,	521.62	
Total,		3,793.56

TRANSPORTATION.

Operation of power plant:

Hired power,	9,628.17
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Operation of cars:

Superintendence of transportation,	\$1,200.00
Wages of conductors,	11,241.36
Wages of motormen,	11,241.37
Wages of car house employees,	2,604.68
Car service supplies,	652.16
Miscellaneous car service expenses,	906.44
Cleaning and sanding track,	674.30
Removal of snow and ice,	595.34

Total,	29,115.65
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GENERAL.

Salaries of general officers,	\$2,279.50
Salaries of clerks,	1,720.36
Printing and stationery,	112.19
Advertising and attractions,	1,740.46
Miscellaneous general expenses,	287.83
Damages,	217.50
Legal expenses in connection with damages,	324.60
Insurance,	944.30
Total,	7,626.74
Grand total,	\$56,012.10

Comparative General Balance Sheet.

Total, June 30, 1909.	Assets.	Total, June 30, 1910.	Increase, year ending June 30, 1910.	Decrease, year ending June 30, 1910.
\$755,468.11	Construction and equipment,	\$792,279.41	\$36,811.30	....
7,355.76	Current assets, as follows:	3,145.34	.....	\$4,210.42
7,931.43	Cash,	8,782.00	850.57	.....
12,687.35	Accounts receivable,	25,544.80	12,857.45	.....
1,178.75	Material and supplies,	330.93	.....	847.82
	Prepaid accounts,			
\$784,621.40	Total,	\$830,082.48	\$50,519.32	\$5,058.24

Total, June 30, 1909.	Liabilities.	Total, June 30, 1910.	Increase, Year ending June 30, 1910.	Decrease, Year ending June 30, 1910.
\$375,000.00	Capital stock, common,	\$375,000.00	.....	.....
350,000.00	Funded debt,	400,000.00	\$50,000.00	.....
32,500.00	Current liabilities, as follows:			
603.47	Loans and notes payable,	4,809.95	4,206.48	\$32,500.00
1,951.31	Accounts payable,	2,070.98	119.67	.....
	Accrued pay roll,			
2,625.00	Accrued liabilities as follows:			
21,941.62	Interest on funded debt accrued and not yet due,	3,000.00	375.00	.....
	Surplus,	45,201.55	23,259.93	.....
\$784,621.40	Total,	\$830,082.48	\$77,961.08	\$32,500.00

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage,	385,129
Total car mileage,	385,129
Passenger car hours,	48,874
Total car hours,	48,874
Fare passengers carried,	1,962,811
Transfer passengers carried,	166,580
Total passengers carried,	2,129,391
Average fare, revenue passengers, . . . . .	.04852
Average fare, all passengers (including transfer passengers), . . . . .	.04472
Car earnings per car mile, . . . . .	.2479
Miscellaneous earnings per car mile, . . . . .	.0036
Gross earnings per car mile, . . . . .	.2515
Car earnings per car hour,	1.954
Miscellaneous earnings per car hour, . . . . .	.028
Gross earnings per car hour,	1.982
Operating expenses per car mile, . . . . .	.1454
Operating expenses and taxes per car mile, . . . . .	.1688
Operating expenses per car hour,	1.146
Operating expenses and taxes per car hour,	1.329
Operating expenses per cent. of gross earnings,	57.82
Operating expenses and taxes per cent. of gross earnings,	67.09
Average number of employees, not including officials, during year,	80
Aggregate amount of wages paid employees,	\$57,881.73
Amount of salaries paid officials as enumerated,	4,850.00

CROSSINGS, ETC.

Steam railroad crossings under grade,	2
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State whether or not commutation or other form of tickets are sold at reduced rates, describing form, and state at what rates sold: Commuters' tickets, books of 52 rides, sold for \$2.08, or 4c. fare. School tickets, books of 40 rides, sold for \$1.20, or 3c. fare.

Description of Road and Equipment.

	TRACK.	Owned	Operated
Length of road (first main track),		12.876	12.876
Length of sidings and turnouts, . . . . .		.867	.867
Total computed as single track,		13.743	13.743

	RAILS.	Weight per yd.	Steel, Miles of,
Name of, "T,"		56 and 60	13.743

Gauge of track, 4 feet 8½ inches.

	PAVING.	Miles
Macadam,		4.00
Stone ballast,		2.25
Total miles,		6.25

CARS, ETC.

	With Electric Equipment.	Without Electric Equipment.	Total Number.
Closed passenger cars equipped with full vestibule,	11	.....	11
Open passenger cars,	18	.....	18
Total passenger cars,	29	.....	29
Work cars, . . . . .	.....	1	1
Snow plows,	2	1	3
Total,	31	2	33

EMPLOYEES.

	Average Number of Hours on Duty per Day.	Wages per Day.
Conductors,	9½	\$2.10 to \$2.57
Motormen,	9½	2.10 to 2.57
Watchmen,	12	2.40
Roadmen,	10	1.75
Linemen,	10	2.75
Engineers,	10	2.75 to 3.00
Firemen,	10	2.40
Electricians,	10	2.50

List of All Accidents During the Year Ended June 30, 1910.

CAUSE AND NATURE OF INJURY.	FROM CAUSES BEYOND THEIR OWN CONTROL.	FROM THEIR OWN MISCONDUCT OR CARELESSNESS	TOTAL.
	Injured	Injured	Injured
Passengers,	7	7
Employees,
Other persons,	5	5
Total,	12	12

Description of Accidents.

Aug. 20, 1909. Agnes Murray alighted from moving car, North St., Bristol; bruised and shaken up.

Oct. 6, 1909. T. Mialkowski stepped in front of car, Main St., Terryville; no injuries.

Nov. 15, 1909. Collision with covered wagon, Main St., Terryville; no personal injuries.

Nov. 29, 1909. Mrs. Mary O'Brien fell in alighting from car, North St., Bristol; knee injured.

March 18, 1910. W. B. Wheeler stepped in front of car, North Main St., Bristol; hand, shoulder, and face bruised.

March 23, 1910. J. Perry jumped from moving car, Maple St., Bristol; no injuries.

April 30, 1910. Wm. Harris drove horses into car, West Main St., Plainville; thrown to ground, bruised about head.

May 3, 1910. Mrs. Yard stepped from car before car stopped, fell to ground; injuries not known, Main St., Forestville.

May 14, 1910. Ruth Burgess fell in alighting from standing car, Main St., Bristol; shaken up.

May 16, 1910. W. Moleski stepped in front of car, School St., Bristol; bruised and shaken up.

May 18, 1910. C. Pobelli jumped from moving car, School St., Bristol; bruised and shaken up.

June 23, 1910. ——— Schulz stepped from moving car, Main St., Terryville; hands and chest bruised.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF HARTFORD, } ss.

Personally appeared before me, Miles Lewis Peck, President, and M. L. Tiffany, Treasurer, of The Bristol and Plainville Tramway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1910, according to the best of their knowledge and belief. •

Signed,

MILES LEWIS PECK,
President.

M. L. TIFFANY,
Treasurer.

Sworn and subscribed to before me, this 23d day of September, A. D. 1910.

RAY K. LINSLEY,
Notary Public.

CONNECTICUT RAILWAY AND LIGHTING COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1910.

Capital stock outstanding,	\$17,120,100.00	
Bonds outstanding,	13,465,700.00	
Total stock, bonds, and floating debt,	30,585,800.00	
*Capital stock issued per mile of road owned,	77,215.65	
*Bonds issued per mile of road owned,	60,733.45	
Cost of construction and equipment,	30,978,800.15	
Income from other sources,	1,164,755.66	
Gross income from all sources,	1,164,755.66	
Interest paid,	611,427.00	
<i>a</i> Dividend paid,	684,804.00	
Total length of main track owned,		221.718
Total length of main track operated,		None

* Includes gas and electric departments.

a \$188,521.20 paid out of funds in hands of Colonial Trust Co., as provided for in agreement, dated Dec. 19, 1906. See Income Account.

Description of Lines.

LINE.	FROM —	TO —	Length of road first main track.	Length of road second main track.	Total length of main tracks.	Length of sidings and t'mouts.	Total computed as single track.
Bridgeport:							
So. Main St.	Main St. and Fairfield Ave.	Seaside Park	1.000	0.957	1.957	0.022	1.979
State St.	Main and State Sts.	State St. and Fairfield Ave.	1.518	1.518	3.036	0.047	3.083
Broad St.	State and Broad Sts.	Broad St. and Fairfield Ave.	0.190	.....	0.190	0.119	0.309
So. Park Ave.	State and Park Sts.	Seaside Park	0.858	0.284	1.142	.....	1.142
No. Park Ave.	State and Park Sts.	Mountain Grove Cem.	1.659	1.642	3.301	0.051	3.352
Brooklawn C. C.	North and Brooklawn Aves.	Brooklawn Country Club	0.653	0.629	1.282	.....	1.282
Norwalk	Main St. and Fairfield Ave.	East Ave. (Norwalk)	13.273	3.204	16.477	1.081	17.558
No. Main St.	Westport Hotel Square	Cemetery	0.900	.....	0.900	.....	0.900
Compo Beach	Darrow's Corner	Compo Beach	3.318	.....	3.318	0.108	3.426
Station-Sang.	Saugatuck Junction	Saugatuck R. R. Sta.	0.233	.....	0.233	.....	0.233
No. Main St.-Bpt	Main St. and Fairfield Ave.	Savoy St.	2.097	2.055	4.152	0.047	4.199
Oak Street	Main and Congress Sts.	Oak St. and North Ave.	1.036	1.023	2.059	.....	2.059
Cong. and Will. Conn.	Main and Congress Sts.	E. Wash Ave. and Will St.	0.372	0.372	0.744	.....	0.744
Barnum Ave.	Main St. and E. Wash. Ave.	Millhill Avenue	1.496	1.473	2.969	0.054	3.023
Noble Ave.	Barnum Avenue	Beardsley Park	1.360	1.350	2.710	0.036	2.736
N. Bridgeport	Main St. and North Ave.	Trumbull Road	0.855	0.839	1.694	.....	1.694
New Haven	Main St. and Fairfield Ave.	Woodmont	14.539	10.737	25.276	0.497	25.773
Golden Hill Loop	Fairfield Ave. and Water St.	Main and Golden Hill Sts.	0.188	0.188	0.376	0.102	0.478
E. Main Street	Stratford Avenue	Lakeview Cemetery	1.756	1.378	3.134	0.091	3.225
Seaview Ave.	Stratford and Seaview Aves.	Steeplechase Ferry	0.729	0.709	1.438	0.012	1.450
Shelton	Main and E. Broad	S. End T. O. (Shelton)	9.240	5.420	14.660	0.342	15.002
		TOTALS,	57.270	33.778	91.048	2.599	93.647
Norwalk:							
Stamford	Main and Wall Sts.	Noroton River	9.222	2.984	12.206	0.360	12.566
Broad River	Wall St. and Belden Ave.	Broad River	1.247	.....	1.247	0.040	1.287
Monroe St. Loop	Main St. and R. R. Ave.	S. Main and Monroe Sts.	0.350	.....	0.350	0.199	0.549

Description of Lines — Continued.

LINE.	FROM —	TO —	Length of road first track.	Length of road second main track.	Total length of tracks.	Length of sidings and turnouts.	Total computed as single track.
Norwalk :— <i>Con't.</i>							
Roton Point	Roton Point Jct.	Roton Point	0.702	0.185	0.887	0.085	0.972
Winnipauk	Main and Wall Sts.	Winnipauk	2.025	0.489	2.514	0.059	2.573
Newtown Ave.	Main and Wall Sts.	End of line	0.826	0.820	1.646	0.026	1.692
East Ave.	Mill Hill	Main St. and Wash. Ave.	1.990	0.041	2.031	0.090	2.121
Dorlon's Point	Dorlon's Point Jct.	Dorlon's Point	1.597	.....	1.597	0.059	1.656
Derby :		TOTALS,	17.979	4.519	22.498	0.918	23.416
Bridgeport	Main and Elizabeth Sts.	South End Turnout	1.155	.....	1.155	0.096	1.251
Howe Ave.	Bridge St. and Howe Ave.	Riverside Park	0.879	.....	0.879	0.022	0.901
Housatonic Ave.	Bridge St. and Housatonic Av.	Housatonic Park	1.068	.....	1.068	0.065	1.133
West Side	Main and Eliz. Sts. (Derby)	Main & Bridge Sts. (Ansonia)	1.839	.....	1.839	0.169	2.008
Wakelee Ave.	Clifton and Bridge Sts.	Scotland St.	1.197	.....	1.197	0.094	1.291
Naugatuck	Main and Elizabeth Sts.	Beacon Falls	9.215	1.349	10.564	0.723	11.287
Liberty St.	Seymour Junction	N. Main and Fourth Sts.	0.350	.....	0.350	.....	0.350
New Haven	E. Derby Junction	Race Brook	3.779	3.466	7.245	0.012	7.257
New Britain :		TOTALS,	19.482	4.815	24.297	1.181	25.478
Hartford	Central Park	Newington	4.633	2.712	7.345	0.297	7.642
Berlin	Central Park	Berlin	4.463	0.524	4.987	0.235	5.222
Chestnut St.	Main and Chestnut	Elm and Chestnut	0.170	.....	0.170	0.016	0.186
Chestnut St.	Chestnut and Stanley	Fairview Street	0.275	.....	0.275	.....	0.275
Arch St.	Main and Arch	Scheutzen Park	0.814	.....	0.814	0.044	0.858
North Main St.	Main and Church	Allen Street	1.586	.....	1.586	0.088	1.674

Description of Lines — Continued.

LINE.	FROM —	TO —	Length of road first main track.	Length of second main track.	Total length of main tracks.	Length of sidings and turnouts.	Total computed as single track.
New Britain :— <i>Cont'd.</i> East Main St. Meriden	Main and E. Main Main and W. Main	Fairview Cemetery Lazy Lane	0.839 8.331	..... 1.111	0.839 9.442	0.047 0.270	0.886 9.712
Waterbury : Derby Bank St. Woodbury Watertown Thomaston N. Main St. New Haven Baldwin St.	Exchange Place Bank and So. Main Sts. Exchange Place Robbins St. Jct. W. Main and N. Willow St. Exchange Place Exchange Place E. Main and Coles Sts.	TOTALS, Beacon Falls Porter St. City Line Watertown City Line Forest Park Mt. Carmel Pearl Lake Road	21.111 9.637 0.956 3.222 4.839 4.186 1.750 15.454 2.094	4.347 2.734 0.679 0.436 1.230 0.398 6.412	25.458 12.361 0.956 3.901 5.275 5.416 2.148 21.866 2.094	0.997 0.409 0.210 0.189 0.262 0.364 0.183 0.253 0.149	26.455 12.770 1.166 4.090 5.537 5.780 2.331 22.119 2.243
Meriden : Milldale	Dickerman's Cor. (Milldale)	TOTALS, Scott's Jct. (Cheshire)	42.138 4.100	11.879 0.300	54.017 4.400	2.019 0.048	56.036 4.448
		GRAND TOTALS,	162.080	59.638	221.718	7.762	229.480

Corporate Name and Address of Company.

Connecticut Railway and Lighting Co., New Haven, Conn.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Organized July 2, 1895. Incorporated as the Gas Supply Co. by act of General Assembly, approved July 2, 1895. Name changed to Connecticut Lighting and Power Co. by amendment approved March 2, 1899. Name again changed to Connecticut Railway and Lighting Co. by decree of Superior Court, New Haven County, January 10, 1901. Amendment to charter, General Assembly, January session, 1901, and approved April 30, 1901. Acquired by purchase of the following companies: Bridgeport Traction Co., Shelton Street Railway Co., Milford Street Railway Co., Westport and Saugatuck Street Railway Co., Derby Street Railway Co., Norwalk Tramway Co., Norwalk Street Railway Co., Norwalk and South Norwalk Electric Light Co., Norwalk Gas Light Co., Waterbury Traction Co., The Central Railway and Electric Co., Greenwich Gas and Electric Lighting Co., Naugatuck Electric Light Co., Southington and Plantsville Tramway Co., Cheshire Street Railway Co., Naugatuck Valley Electric Railway Co., Thomaston and Watertown Electric Railway Co. All leased to Consolidated Railway Co. on August 1, 1906, and since operated by them.

Officers of the Company.

Name.	Title.	Official Address.
A. M. YOUNG,	President,	30 Church St., New York.
R. A. C. SMITH,	Vice-President,	100 Broadway, "
WALTON CLARK,	Vice-President,	1401 Arch St., Phila., Pa.
W. F. DOUTHIRT,	Secretary,	" "
LEWIS LILLIE,	Treasurer,	" "
JAMES BALL,	Asst. Treas.,	" "
W. H. MARSHALL,	Auditor,	" "
GEORGE S. PHILLER,	Asst. Secretary,	" "
A. W. PAIGE,	Gen'l Counsel,	Bridgeport, Conn.

Directors of the Company.

Name.	Residence.
WALTON CLARK,	Philadelphia, Pa.
W. T. HINCKS,	Bridgeport, Conn.
LEWIS LILLIE,	Philadelphia, Pa.
RANDAL MORGAN,	Philadelphia, Pa.
ALLAN W PAIGE,	Bridgeport, Conn.
H. G. RUNKLE,	Plainfield, N. J.
CHAS. G. SANFORD,	Bridgeport, Conn.
A. O. SHEPARDSON,	Waterbury, Conn.
R. A. C. SMITH,	New York, N. Y.
M. J. WARNER,	Branford, Conn.
A. M. YOUNG,	Branford, Conn.

Date of close of fiscal year, June 30th.

Date of stockholders' annual meeting, fourth Wednesday in September.

Capital Stock.

Description.	Total par value authorized.	Number of shares outstanding.	Par value per share.	Total par value issued and outstanding.	Dividends during year.	
					Rate.	Amount.
Preferred,	\$8,142,900.00	81,429	\$100.00	\$8,142,900.00	4%	\$325,716.00
Common,	8,977,200.00	89,772	100.00	8,977,200.00	4%	359,088.00
Total,	\$17,120,100.00	171,201	\$100 00	\$17,120,100.00	....	\$684,804.00

Total number of stockholders: Preferred, 216; common, 902; total, 1,118.

Total number of stockholders in this state: Preferred, 168; common, 573; total, 741.

Amount of stock held in this state: Preferred, \$596,700; common, \$1,910,400; total, \$2,507,100.

Funded Debt.

Description.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.
C. R. & L. Co., 1st refunding mortgage bonds,	1-1-1901	50	1-1-1951	\$15,000,000	\$12,491,000.00
Bridgeport Trac. Co., 1st mtg.,	7-1-1893	30	7-1-1923	2,000,000	706,000.00
Derby St. Ry. Co., 1st mtg.,	4-1-1894	20	4-1-1914	150,000	59,700.00
Conn. L. & Pr. Co., 1st mtg.,	1-1-1899	40	1-1-1939	1,000,000	209,000.00
Total, . . . . .	.....	.....	.....	\$18,150,000	\$13,465,700.00

INTEREST.

Rate.	When payable.	Accrued during year.
4½ per cent.	January and July 1st.	\$562,095.00
5 " "	January and July 1st.	35,300.00
6 " "	April and October 1st.	3,582 00
5 " "	January and July 1st.	10,450.00
Total, . . . . .	.....	\$611,427.00

Per mile of single track owned exclusive of sidings and turnouts. 221.718 miles.

*Capital stock outstanding, \$77,215.65

*Funded debt outstanding, 60,733.45

*Total, \$137,949.10

*Includes gas and electric departments.

Construction and Equipment.

Account.	Total cost to June 30, 1909.	Additions during year.	Deductions during year.	Total cost to June 30, 1910.
Engineering and superintendence,	\$92,148.13	.....	.....	\$92,148.13
Right of way,	74,924.73	.....	.....	74,924.73
Track and roadway construction,	1,175,866.20	.....	.....	1,175,866.20
Electric line construction,	328,069.89	.....	.....	328,069.89
Real estate used in operation of road,	27,496.00	.....	.....	27,496.00
Buildings and fixtures used in operation of road,	425,699.13	.....	.....	425,699.13
Investment real estate,	37,908.95	.....	.....	37,908.95
Total construction,	\$2,162,113.03	.....	.....	\$2,162,113.03
Power plant equipment,	\$965,705.44	.....	.....	\$965,705.44
Shop tools and machinery,	5,229.88	.....	.....	5,229.88
Cars,	340,512.03	.....	.....	340,512.03
Electric equipment of cars,	230,612.37	.....	.....	230,612.37
Miscellaneous equipment,	34,581.16	.....	.....	34,581.16
Miscellaneous,	5,309.78	.....	.....	5,309.78
Total equipment,	\$1,581,950.66	.....	.....	\$1,581,950.66
*Capital stock, bonds and property purchased,	\$27,534,736.46	.....	\$300,000	\$27,234,736.46
Grand total construction and equipment,	\$31,278,800.15	.....	\$300,000	\$30,978,800.15

* Includes gas and electric departments.

Income Account for Year ending June 30, 1910.

Income:

Rental,	\$1,164,166.68
One month (July, 1909), @ \$1,045,000 per year,	\$87,083.33
Eleven months (Aug. 1, 1909, to June 30, 1910) @ \$1,175,000 per year,	1,077,083.35
Interest on bank deposits,	588.98
Gross income,	\$1,164,755.66
Deductions from gross income:	
General expenses,	2,909.64
Net income,	\$1,161,846.02

Deductions from net income,				673,882.00
Interest on funded debt,	\$611,427.00			
Connecticut Railway & Lighting 1st and refunding 4½'s (January and June),	\$12,491,000	\$562,095.00		
Conn. Lighting & Power 1st 5's (January and June),	\$209,000	10,450.00		
Bridgeport Traction 1st 5's (January and June),	\$706,000	35,300.00		
Derby Street Railway 1st 6's (April and October),	\$59,700	3,582.00		
Sinking fund,			62,455.00	
One-half per cent. on \$12,491,000 Connecticut Railway and Lighting 1st and refunding 4½'s.				
Net profits,			\$487,964.02	
Accumulated rental from amount reserved for the purpose,			8,318.78	
Total,			\$496,282.80	
Dividends:				
Preferred stock,	\$325,716.00			
August, 14, 1909, 1%,	\$81,429.00			
Nov. 15, 1909, 1%,	81,429.00			
Feb. 15, 1910, 1%,	81,429.00			
May 14, 1910, 1%,	81,429.00			
Common stock,		170,566.80		
August 14, 1909, 1%,	\$89,772.00			
November 15, 1909, 1%,	89,772.00			
February 15, 1910, 1%,	89,772.00			
May 14, 1910, 1%,	89,772.00			
	\$359,088.00			
Less amount paid out of fund in hands of Colonial Trust Com- pany, Trustee, as provided for in agreement dated December 19, 1906,	188,521.20			
Total,			\$496,282.80	
Surplus for year:				
Surplus at beginning of year,	\$160,552.44			
Profit or loss adjustments during year:				
Debits:				
Transferred to "Sinking Fund Reserve Prior to Aug. 1, 1906,"	\$123,134.58			
Adjustment of overpayment to sinking fund,	50.00			
Accumulated rental as above,	8,318.78	131,503.36	\$29,049.08	
Surplus at close of year,			\$29,049.08	

Comparative General Balance Sheet.

Item, June 30, 1909.	Total, June 30, 1909.	Assets.	Item, June 30, 1910.	Total, June 30, 1910.	Increase, year ending June 30, 1910.	Decrease, year ending June 30, 1910.
.....	\$31,278,800.15	Construction and equipment, . .	.....	\$30,978,800.15	.....	\$300,000.00
.....	752,961.67	Consolidated Ry. Company, liability on expiration of lease, . . . .	.....	752,961.67	.....	.....
.....	333,736.71	Amount due from Lessee on expiration of lease, being equivalent of Current assets delivered to lessee when put in possession.	.....	.....	.....	.....
.....	333,736.71	Sinking fund accounts (Per Contra), . . . .	.....	411,181.98	.....	.....
\$333,000.00	.....	Bonds in sinking fund \$341,000 Connecticut Railway and Lighting 1st and refunding 4½'s (January and June), . . .	.....	.....	.....	.....
736.71	.....	Cash in hands of trustee awaiting investment, . . .	\$341,000.00	.....	\$8,000.00	.....
.....	.....	Accrued interest on bonds in sinking fund, 6 mos. at 4½% on \$341,000.	62,509.48	.....	61,772.77	.....
.....	427,224.78	Dividend fund (Per Contra),	7,672.50	.....	7,672.50	.....
.....	.....	Colonial Trust Company balance of fund deposited under agreement of December 19, 1906.	.....	230,257.30	.....	196,967.48
.....	76,816.61	Rental accounts, .	.....	88,302.46	.....	.....
62,748.49	.....	Consolidated Railway Company balance of accrued rental, . .	84,415.17	.....	21,666.68	.....
14,068.12	.....	Balance in hands of Colonial Trust Company under agreement of December 19, 1906.	3,887.29	.....	.....	10,180.83
.....	47,878.40	Accrued amount receivable from dividend fund, Amount of dividend fund applicable to Common stock dividends for months of May and June, 1910.	.....	29,924.00	.....	17,954.40
.....	5,040.53	Current assets, .	.....	3,190.30	.....	.....
3,740.53	.....	Cash,	1,890.30	.....	.....	1,850.23
1,300.00	.....	Accounts receivable,	1,300.00	.....	.....	.....
.....	378.36	Treasury scrip Connecticut Ry. and Ltg. 1st and refunding 4½% bonds, . . . .	.....	.....	.....	378.86
.....	\$32,922,837.21	Total Assets, . .	.....	\$32,494,617.86	\$69,111.95	\$527,231.30

Comparative General Balance Sheet.—Continued.

Item, June 30, 1909.	Total, June 30, 1909.	Liabilities.	Item, June 30, 1910.	Total, June 30, 1910.	Increase, year ending June 30, 1910.	Decrease, year ending June 30, 1910.
\$3,142,900.00	\$17,120,100.00	Capital stock, . .		\$17,120,100.00		
8,977,200.00		Preferred, . . .	\$8,142,900.00			
	13,466,078.36	Common, . . .	8,977,200.00			
12,491,000.00		Funded debt, . .		13,466,700.00		
		Connecticut Rail- way and Lighting 1st and refunding 4½'s due January 1, 1951 (January and June), . . .	12,491,000.00			
378.36		Scrip, Connecticut Railway & Light- ing Company's 4½% bonds, . . .				\$378.86
209,000.00		Connecticut Light- ing and Power 1st 5's due January 1st, 1939, (January and June), . . .	209,000.00			
706,000.00		Bridgeport Traction 1st 5's due July 1, 1923 (January and June), . . .	706,000.00			
59,700.00		Derby Street Rail- way 1st 6's due April 1st, 1914, (April and Octo- ber), . . .	59,700.00			
	210,552.13	Sinking fund ac- counts (Per Contra), . . .		411,181.98		
		Sinking fund re- serve prior to Au- gust 1st, 1906, (date of lease), . .	123,134.58		\$123,134.58	
1,426.07		Net sinking fund accretions prior to Aug. 1st, 1906,	1,426.07			
209,126.06		Consolidated Rail- Company contin- gent amount pay- able Jan. 1st, 1951, as per lease, . . .	286,621.33		77,495.27	
	427,224.78	Dividend fund (Per Contra), . . .		230,257.30		196,967.48
		Balance of fund paid in under agree- ment of Dec. 19th, 1906, . . .				
	895.50	Accrued interest on funded debt, . .		895.50		
		Three months at 6% on \$59,700 Derby Street Railway 1st 6's, . . .				
54,286.00	114,134.00	Accrued dividends, Two months at 4% on \$8,142,900 pre- ferred, . . .	54,286.00			
59,848.00		Two months at 4% on \$8,977,200 com- mon, . . .	59,848.00			
	500.00	Accounts payable, . .		500.00		
	160,552.44	Surplus, . . .		29,049.08		131,508.36
	1,422,800.00	Preferred stock ad- justment 1904, 1905, 1906, . . .		1,122,800.00		300,000.00
		Total liabilities, . .		\$32,494,617.86	\$200,629.85	\$628,849.20

CROSSINGS, ETC.

	No.
Steam railroad crossings at grade unprotected,	1
Steam railroad crossings at grade protected by gates, flagmen, or crossing alarm,	6
Steam railroad crossings at grade protected by signal or inter- locking devices,	1
Steam railroad crossings over grade,	23
Steam railroad crossings under grade,	6

Description of Road and Equipment.

TRACK.

	Owued
Length of road (first main track),	162.080
Length of second main track,	59.638
Total length of main track,	221.718
Length of sidings and turnouts,	77.62
Total computed as single track,	229.480

RAILS.

	Weight per yard.	Steel. (Miles of.)	Total.
"T,"	35-95	213.266	213.266
Girder Tram,	80-90	14.885	14.885
Girder Groove,	85-92	1.329	1.329
Total miles of,		229.480	229.480
Gauge of track, 4 feet 8½ inches.			

PAVING.

	Miles
Asphalt, sheet,	2.625
Asphalt, block,	0.296
Hassam pavement,	0.094
Belgium block,	5.866
Bituminous macadam,	1.793
Macadam,	55.129
Brick,	12.403
Wood block,	0.919
Cobble,	13.782
Total miles,	92.907

CARS, ETC.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars equipped with full vestibule,	74	28	97
Closed passenger cars equipped with half vestibule,	81	19	100
Closed passenger cars not equipped with vestibule,	2	..	2
Open passenger cars,	194	7	201
Total passenger cars,	351	49	400
Express cars,	5	..	5
Work cars,	21	17	38
Snow plows,	5	24	29
Sweepers, . . . . .	..	1	1
Miscellaneous,	1	..	1
Total,	388	91	474

Oath.

STATE OF PENNSYLVANIA, }
COUNTY OF PHILADELPHIA, } ss.

Personally appeared before me, James Ball, assistant treasurer of the Connecticut Railway and Lighting Company, who, being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and, having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ended June 30, 1910, according to the best of his knowledge and belief.

Signed,

JAMES BALL,
Assistant Treasurer.

Sworn and subscribed to before me this 13th day of September, A. D. 1910.

F. H. MacMORRIS,
Notary Public.

My commission expires March 23, 1913.

STATE OF NEW YORK, }
COUNTY OF NEW YORK, } ss.

Personally appeared before me, A. M. Young, President of the Connecticut Railway and Lighting Company, who, being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1910, according to the best of his knowledge and belief.

Signed,

A. M. YOUNG,

President.

Sworn and subscribed to before me this fourteenth day of September, A. D. 1910.

MINNIE MITTELDORFER,

Notary Public, New York County, No. 258.

THE CONNECTICUT COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1910.

Capital authorized by charter,	Not fixed	
Capital stock outstanding,	\$40,000,000.00	
Total stock, bonds, and floating debt,	40,000,000.00	
Capital stock issued per mile of road owned,	87,327.85	
Total cost of construction and equipment,	39,778,834.83	
Cost of construction and equipment per mile of road owned,	86,845.01	
Gross earnings from operation,	7,235,728.78	
Operating expenses,	4,461,589.69	
Net earnings,	2,774,139.09	
Income from other sources,	60,559.54	
Gross income from all sources,	2,834,698.63	
Per cent. of operating expenses to gross earnings,		61.66
Gross earnings per mile operated,	9,765.34	
Operating expenses per mile operated,	6,021.36	
Net earnings per mile operated,	3,743.98	
Car earnings per car mile, . . . . .	.2680	
Miscellaneous earnings per car mile, . . . . .	.57	
Gross earnings per car mile, . . . . .	.2737	
Operating expenses per car mile, . . . . .	.1688	
Net earnings per car mile, . . . . .	.1049	
Car earnings per car hour,	2.47	
Miscellaneous earnings per car hour, . . . . .	.05	
Gross earnings per car hour,	2.52	
Operating expenses per car hour,	1.55	
Net earnings per car hour, . . . . .	.97	
Taxes paid state,	2,747.87	
Dividend paid,	600,000.00	
Total length of main track owned,		458.044
Total length of main track operated,		740.960
Total car mileage,		26,438,304
Total car hours,		2,862,585
Fare passengers carried,		137,263,071
Fare passengers per mile run (passenger),		5.293
Fare passengers per car hour (passenger),		49.513
Fare passengers per mile of main track operated,		185,250
Average fare revenue passengers,		4.936
Average fare all passengers (including transfer passengers),		4.138
Average number of employees during year,		4,498
Accidents: Killed,		35
Injured,		2,139

Description of Lines.

From—	To—	Length of road (first main track).	Length of second main track.	Total length of main tracks.	Length of sidings and turnouts	Total comput- ed as single track.
N. Haven Division:						
Church and Chapel	Stony Creek	15.140	7.132	22.272	.498	22.770
East Haven	Mansfield's Grove	2.484	2.175	4.659	.045	4.704
Grannis Corner	Lighthouse	3.423	3.296	6.719	.160	6.879
Chapel Street	R. R. Crossing	.202	.198	.400	....	.400
R. R. Crossing	Grannis Corner	1.082	.....	1.082	.202	1.284
Viaduct & Chapel	S. End of "Y" and					
N. Line of Water	R. R. Station	.286	.284	.570	.060	.630
State Street	R. R. Crossing	.764	.747	1.511	.013	1.524
State and Chapel	Cemetery Wallingf'd	14.232	3.277	17.509	.373	17.882
Church and Elm	Schuetzen Park	2.941	1.917	4.858	.128	4.986
State and James	Chapel and Ferry	1.299	1.299	2.598	.095	2.693
Church and Chapel	Mt. Carmel	7.879	3.473	11.352	.185	11.537
Church and Chapel	Orange Hills	5.517	5.517	11.034	.464	11.498
Chapel and York	Westville	3.266	2.338	5.604	.044	5.648
Broadway	Blake's Corner	3.742	1.705	5.447	.064	5.511
Dixwell Ave.	Car Barn	.937	.405	1.342	....	1.342
Church and Elm	Whalley Ave.	3.379	1.170	4.549	.316	4.865
Chapel and College	Read Street	1.922	1.130	3.052	.016	3.068
Chapel and College	Derby Ave.	1.288	.053	1.341	.077	1.418
Church and Chapel	Savin Rock	4.697	4.697	9.394	.406	9.800
State Street	Meadow Street	.145	....	.145	....	.145
Church & Meadow	Campbell Av. & Elm	3.178	3.178	6.356	.055	6.411
Congress Ave.	George Street	1.180	.495	1.675	.053	1.728
Congress Ave.	Washington Ave. and					
	Boul.	.828	.161	.989	....	.989
Kimberly Ave.	City Point	.758	.399	1.157	....	1.157
Chapel Street	Congress Ave.	.287	.....	.287	.027	.314
College Street	Meadow Street	.196	.....	.196	.087	.283
S. End of "Y" at						
Chapel	N. Line of Water St.	.217	.217	.434	.020	.454
Savin Rock	Woodmont	3.660	3.660	7.320	.101	7.421
Meriden Division:						
Hartford Div. R. R.						
Crossing Meriden	East Meriden	2.718	.....	2.718	.193	2.911
East Main Street	Connection with Spur					
	of M. M. & W.	.991	.....	.991	.038	1.029
East Main Street	Ann Street	.609	.....	.609	.037	.646
R. R. Crossing Mer-						
iden	Lazy Lane	10.246	.337	10.583	.555	11.138
West Main Street	North Colony Street	1.362	.....	1.362	.072	1.434
West Main Street	R. R. Crossing Wal-					
	lingford	7.796	1.307	9.103	.547	9.650
Hanover Street	Archer's Corner	1.834	.138	1.972	.....	1.972
Lazy Lane	Compounce	3.367	.....	3.367	.168	3.535
West Main Street	Hanover Street	.116	.....	.116	....	.116
R. R. Crossing	Martin Ave.	.922	.....	.922	.037	.959
Dickerman's corner						
Milddale	Scott's Jct. (Cheshire)	4.100	.300	4.400	.048	4.448
Middletown Div.:						
Berlin Branch	Cromwell	1.921	.....	1.921	.124	2.045
R. R. Station (Mid-						
dletown)	Westfield	3.517	.....	3.517	.256	3.773
Westfield	Pratt Street, Meriden	6.849	.....	6.849	.294	7.143
Post Office	Lakeview Park	3.110	.394	3.504	.603	4.107

Description of Lines — Continued.

From—	To—	Length of road (first main track).	Length of second main track.	Total length of main tracks.	Length of sidings and turnouts.	Total computed as single track.
Middlet'n Div.—Cont.:						
Pleasant Street	Russell Street	1.154	.....	1.154	....	1.154
Main Street	Asylum Street end	.798	.....	.798	....	.798
Jct. Hartford line	Gildersleeve	2.702	.....	2.702	.159	2.861
Washington Square	Lawn Ave.	.539	.....	.539	.039	.578
Main and Rapallo	R. R. Connection	.248	.....	.248	.121	.369
Post Office	R. R. Sta. (Middle- town)	.496	.434	.930	.095	1.025
Main and Grand	Middlefield Center	5.163	.....	5.163	.093	5.256
Cromwell	Rocky Hill	4.295	.468	4.763	....	4.763
N. London Division:						
Parade	Ocean Beach	4.047	1.768	5.815	.413	6.228
Parade	Cemetery	2.169	.....	2.169	.245	2.414
State Street	Broad Street	1.080	.....	1.080	.....	1.080
Blackhall Street	Bank Street	.190	.054	.244	.....	.244
Broad Street	Main Street	.436	.....	.436	.....	.436
State Street	Thamesv'le Car Barn	11.038	.543	11.581	.369	11.950
Franklin Square	Thamesv'le Car Barn	2.047	.074	2.121	.013	2.134
Thames Square	Bacchus Corner	1.341	.....	1.341	.....	1.341
Main Street	Laurel Hill School	.912	.....	.912	.....	.912
Franklin Square	Yantic	4.892	.....	4.892	.249	5.141
Franklin Square	R. R. Crossing, Wil- limantic	18.647	2.951	21.598	.523	22.121
Taft's Sta., Conn.	Central Village	15.947	3.149	19.096	.216	19.312
Boswell Ave.	Railroad Tracks	.200	.170	.370	.023	.393
R. R. Cross. Will'm's	South Coventry	6.828	.....	6.828	.284	7.112
Elmville	East Killingly	3.369	.....	3.369	.....	3.369
Central Village	Moosup	1.671	.....	1.671	.....	1.671
Central Village	West Thompson	19.539	.....	19.539	.517	20.056
Torrington Division:						
Torrington	Winsted	11.299	.....	11.299	.150	11.449
Highland Lake Jct	Highland Lake	1.136	.....	1.136	.091	1.227
Hartford Division:						
Main & Asylum	Rainbow Park	12.355	3.410	15.765	.504	16.269
Windsor Ave.	Keney Park	1.185	.014	1.199	.045	1.244
Windsor Ave.	Bloomfield	6.641	1.456	8.097	.089	8.186
Blue Hills Ave.	Bloomfield Ave.	1.295	.....	1.295	.....	1.295
Albany Ave.	Love Lane	1.036	.045	1.081	.129	1.210
Main & Morgan Sts.	Rockville	18.862	2.717	19.579	.854	20.433
Rockville Station	Stafford Springs	12.935	.....	12.935	.484	13.419
Love Lane	Manchester Green	3.625	.....	3.625	.060	3.685
Manchester Center	Manchester Station	1.263	.....	1.263	.032	1.295
Burnside Ave.	Burnside	.199	.....	.199	.....	.199
Burnside Ave	Burnside Station	.679	.631	1.310	.181	1.491
Burnside Ave.	East Windsor Hill	6.344	.731	7.075	.227	7.302
Morgan Street	South Glastonbury	8.023	.....	8.023	.411	8.434
Main & Asylum Sts.	Boulevard & Morgan	.592	.574	1.166	.098	1.264
State Street	Morgan Street	.262	.....	.262	.....	.262
Main & Asylum Sts.	Newington	5.762	5.700	11.462	.714	12.176
Newington Ave.	Elmwood	1.422	.....	1.422	.....	1.422
New Britain Ave.	Cedar Hill	1.073	.....	1.073	.....	1.073
Maple & Retreat	Rocky Hill	8.552	2.757	11.309	.024	11.333
Main Street	Quaker Lane	2.961	.276	3.237	.128	3.365
Park Street	New Britain Ave.	1.205	.....	1.205	.043	1.248
Park Street	Vernon & Retreat	.725	.036	.761	.082	.843

Description of Lines — Continued.

From—	To—	Length of road (first main track).	Length of second main track.	Total length of main tracks.	Length of sidings and turnouts	Total comput- ed as single track.
Hartford Div.—Cont.:						
Main & Wethersfield	Wethersfield	4.185	1.937	6.122	.473	6.595
Park Street	End	2.465	.....	2.465	.044	2.509
Main Street	Masseek	.923	.043	.966	.108	1.074
Main & Asylum	Unionville	13.052	1.902	14.954	.580	15.534
Farmington Ave.	Charter Oak Park	2.343	2.062	4.405	.210	4.615
Farmington Ave.	Woodland Street	.831	.040	.921	.246	1.167
Farmington Ave.	Woodland Street	1.063	.....	1.063	.083	1.146
Asylum & Ford	Amer. Row & State	.570	.289	.859	.196	1.055
Ford & Asylum	Laurel & Park	1.434	.900	2.334	.242	2.576
Capitol Ave.	Park Street	.356	.036	.392	.....	.392
Burnside Station	Vernon	8.272	8.224	16.496	.322	16.813
Vernon	Rockville	4.440	.363	4.803	.817	5.620
Manchester Center	South Manchester	.762	.....	.762	.026	.788
Stamford Division:						
Atlantic Square	Woodside Street	.748	.032	.780	.040	.820
Atlantic Square	Shippan Point	2.794	1.175	3.969	.187	4.156
Elm Street	Springdale	3.267	.048	3.315	.103	3.418
Hope Street	End	.190	.....	.190	.....	.190
Elm Street	Noroton River	1.350	.030	1.380	.....	1.380
Shippan Ave.	Weed Avenue	1.118	.044	1.162	.....	1.162
Atlantic Square	Atlantic Street	1.110	.377	1.487	.120	1.607
Atlantic Street	Atlantic Street	.524	.306	.830	.120	.950
South Street	Adam's Corner	4.520	.....	4.520	.171	4.691
Atlantic Square	Mianus River	2.966	.070	3.036	.167	3.203
Bridgeport Division:						
Main St. & Fairfield Ave.	Seaside Park	1.000	.957	1.957	.022	1.979
Main & State Sts.	State & Fairfield Ave.	1.518	1.518	3.036	.047	3.083
State & Broad Sts.	Broad St. & Fairfield Ave.	.190	.....	.190	.119	.309
State & Park Sts.	Seaside Park	.858	.284	1.142	.....	1.142
State & Park Sts.	Mountain Grove Cem.	1.659	1.642	3.301	.051	3.352
North & Brooklawn Aves.	Brooklawn Country Club	.653	.629	1.282	.....	1.282
Main St. & Fairfield Ave.	East Ave.—Norwalk Cemetery	13.273	3.204	16.477	1.081	17.558
Hotel Square	Cemetery	.900	.....	.900	.....	.900
Darrow's Corner	Compo Beach	3.318	.....	3.318	.108	3.426
Saugatuck Junction	Saugatuck R. R. Sta.	.233	.....	.233	.....	.233
Main St. & Fairfield Ave.	Savoy St.	2.097	2.055	4.152	.047	4.199
Main & Congress Sts.	Oak St. & North Ave.	1.036	1.025	2.059	.....	2.059
Main & Congress Sts.	E. Washington Ave. & Williams St.	.372	.372	.744	.....	.744
Main St. & E. Wash- ington Ave.	Mill Hill Ave.	1.496	1.473	2.969	.054	3.023
Barnum Ave.	Beardsley Park	1.360	1.350	2.710	.026	2.736
Main St. & North Ave.	Trumbull Road	.855	.839	1.694	.....	1.694
Main St. & Fairfield Ave.	Woodmont	14.539	10.737	25.276	.497	25.773
Fairfield Ave. & Water St.	Main & Golden Hill Sts.	.188	.188	.376	.102	.478
Stratford Ave.	Lakeview Cemetery	1.756	1.378	3.134	.091	3.225

Description of Lines — *Continued.*

From	To	Length of road (first main track).	Length of second main track.	Total length of main tracks.	Length of sidings and turnouts.	Total comput- ed as single track.
Bridgeport Div. — Cont:						
Stratford & Seaview Ave.	Steeplechase Ferry	.729	.709	1.438	.012	1.450
Main & E. Broad	S. End T.O.—Shelton	9.240	5.420	14.660	.342	15.002
Norwalk Division:						
Main & Wall Sts.	Noroton River	9.222	2.984	12.206	.360	12.566
Wall St. & Belden Ave.	Broad River	1.247	.....	1.247	.040	1.287
Main St. & R.R. Ave.	S. Main & Monroe Sts.	.350	.....	.350	.199	.549
Roton Point Jct.	Roton Point	.702	.185	.887	.085	.972
Main & Wall Sts.	Winnipauk	2.025	.489	2.514	.059	2.573
Main & Wall Sts.	End of Line	.846	.820	1.666	.026	1.692
Mill Hill	Main St. & Washing- ton Ave.	1.990	.041	2.031	.090	2.121
Dorlon's Point Jct	Dorlon's Point	1.597	.....	1.597	.059	1.656
Waterbury Division:						
Exchange Place	Beacon Falls	9.637	2.724	12.361	.409	12.770
Bank & So. Main Sts.	Porter St.	.956	.....	.956	.210	1.166
Exchange Place	City Line	3.222	.679	3.901	.189	4.090
Robbin St. Jct.	Watertown	4.839	.436	5.275	.262	5.537
W. Main & N. Wil- low Sts.	City Line	4.186	1.230	5.416	.364	5.780
Exchange Place	Forest Park	1.750	.398	2.148	.183	2.331
Exchange Place	Mt. Carmel	15.454	6.412	21.866	.253	22.119
E. Main & Coles Sts.	Pearl Lake Road	2.094	.....	2.094	.149	2.243
City Line (Water- bury)	Thomaston	5.547	.....	5.547	.303	5.850
City Line (Water- bury)	No. Woodbury	9.961	.....	9.961	1.230	11.191
Derby Division:						
Main & Elizabeth Sts.	South End Turnout	1.155	.....	1.155	.096	1.251
Bridge St. & Howe Ave.	Riverside Park	.879	.....	.879	.022	.901
Bridge St. & Housa- tonic Ave	Housatonic Park	1.068	.....	1.068	.065	1.133
Main & Elizabeth Sts., Derby	Main & Bridge Sts. Ansonia	1.839	.....	1.839	.169	2.008
Clifton & Bridge Sts	Scotland Street	1.197	.....	1.197	.094	1.291
Main & Elizabeth Sts	Beacon Falls	9.215	1.349	10.564	.723	11.287
Seymour Junction	N. Main & Fourth Sts.	.350	.....	.350	.....	.350
E. Derby Junction	Race Brook	3.779	3.466	7.245	.012	7.257
New Britain Division:						
Central park	Newington	4.633	2.712	7.345	.297	7.642
Central park	Berlin	4.463	.524	4.987	.235	5.222
Main & Chesnut St.	Elm & Chesnut Sts.	.170	.....	.170	.016	.186
Chesnut & Stanley Sts.	Fairview St.	.275	.....	.275	.....	.275
Main & Arch Sts.	Schuetzen Park	.814	.....	.814	.044	.858
Main & Church Sts.	Allen St.	1.586	.....	1.586	.088	1.674
Main & E. Main Sts.	Fairview Cemetery	.839	.....	.839	.047	.886
Main & W. Main Sts.	Lazy Lane	8.331	1.111	9.442	.270	9.712
Total,		534.387	156.573	740.960	27.668	768.628

Corporate Name and Address of Company.

The Connecticut Co., New Haven, Conn.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Incorporated under the laws of the State of Connecticut. Merged June 30, 1909, with the Columbia Traction Co. Purchased Feb. 28, 1910, substantially all the various street railway properties of the New York, New Haven and Hartford Railroad Company. Operates under leases the railways of the West Shore Railway Company and the Connecticut Railway and Lighting Company.

Officers of The Connecticut Company.

Name	Title	Office Address
C. S. MELLEN,	President,	New Haven, Conn.
CALVERT TOWNLEY,	Vice-President,	" " "
H. M. KOCHERSPERGER,	"	" " "
E. H. MCHENRY,	"	" " "
JOHN G. PARKER,	Secretary,	" " "
ARTHUR E. CLARK,	Ass't Secretary,	" " "
AUGUSTUS S. MAY,	Treasurer,	" " "
THOMAS F. PARADISE,	Ass't Treasurer,	" " "
E. D. ROBBINS,	General Counsel,	" " "
H. A. FABIAN,	Mgr. of Purchases and Supplies,	Boston, Mass.
C. L. CAMPBELL,	Auditor,	New Haven, Conn.
M. J. LEARY,	Gen. Frt. and Pass. Agent,	" " "
J. K. PUNDERFORD,	General Manager,	" " "
F. P. HARLAN,	Manager, New Haven Div.,	" " "
S. ANDERSON,	" New London Div.,	Norwich, Conn.
W. P. BRISTOL,	" Hartford Div.,	Hartford, Conn.
R. P. LEE,	Acting Supt., Meriden Div.,	Meriden, Conn.
F. A. HEWITT,	Supt., Middletown Div.,	Middletown, "
C. H. CHAPMAN,	" Bridgeport Div.,	Bridgeport, "
F. L. BEARDSLEY,	" Derby Div.,	Derby, "
G. H. CAFFREY,	" Norwalk Div.,	So. Norwalk, "
H. L. WALES,	" Waterbury Div.,	Waterbury, "
L. S. RISLEY,	" New Britain Div.,	New Britain, "
CHARLES ALLDIS,	" Torrington Div.,	Burrville, "
J. B. POTTER,	" Stamford Div.,	Port Chester, N. Y.

Directors of the Company.

Name.	Residence.
C. S. MELLEN,	New Haven, Conn.
GEORGE J. BRUSH,	" "
JAMES S. HEMINGWAY,	" "
JAMES S. ELTON,	Waterbury, "
D. NEWTON BARNEY,	Farmington, "
CHARLES F. BROOKER,	Ansonia, Conn.
FREDERICK F. BREWSTER,	New Haven, Conn.

Date of close of fiscal year, June 30th.

Date of stockholders' annual meeting, third Monday in March.

Capital Stock.

Description.	Total par value authorized.	Number of shares outstanding.	Par Value per share.	Total par value issued and <small>paid in</small> ^{con} g	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Common,	Not	Fixed.	\$100.00	\$40,000,000	1½%	\$600,000.00

Total number of stockholders, 8.

Total number of stockholders in this state, 8.

Amount of stock held in this state, \$40,000,000.00

Per mile of single track owned exclusive of sidings and turnouts, 458.044 miles.

Capital stock outstanding, \$87,327.85

Construction and Equipment.

Account.	Total cost to June 30, 1909.	Additions during year.	Total cost to June 30, 1910.
Engineering and superintendence, . .	\$11,112.19	\$10,700.68	\$21,812.87
Right of way,	7,234.10	119.19	7,353.29
Track and roadway construction, . .	239,673.46	60,147.16	299,820.62
Electric line construction,	33,213.30	27,943.02	61,156.32
Real estate used in operation of road, . .	3,000.00	165.00	3,165.00
Buildings and fixtures used in operation of road, . . . . .	.....	156,400.89	156,400.89
Interest and discount,	12,804.54	.....	12,804.54
Miscellaneous,	12,545.31	.....	12,545.31
Total construction,	\$319,582.90	\$255,475.94	\$575,058.84
Power plant equipment, . . . . .	.....	\$3,179.41	\$3,179.41
Shop tools and machinery, . . . . .	.....	749.99	749.99
Cars, . . . . .	.....	62,827.97	62,827.97
Electric equipment of cars, . . . . .	.....	15,242.46	15,242.46
Miscellaneous equipment, . . . . .	.....	5,405.68	5,405.68
Miscellaneous, . . . . .	.....	69,754.11	69,754.11
Properties acquired by purchase, . . . . .	.....	39,046,616.37	39,046,616.37
Grand total construction and equipment,	\$319,582.90	\$39,459,251.93	\$39,778,834.83
Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts, . . . . .	.....	.....	\$86,845.01

Construction and Equipment, Leased Lines.

Account.	Additions during year.	Deductions during year.	Total Cost to June 30, 1910.	Balance June 30, 1910.
Engineering and superintendence,	\$3,084.29	\$820.65	\$2,263.64	\$2,263.64
Right of way,	558.23		558.23	558.23
Track and roadway construction,	38,270.41		38,270.41	38,270.41
Electric line construction,	8,348.20		8,348.20	8,348.20
Real estate used in operation of road,	166.75		166.75	166.75
Buildings and fixtures used in operation of road,	34,480.75		34,480.75	34,480.75
Total construction,	\$34,903.63	\$820.65	\$34,087.98	\$34,087.98
Power plant equipment,	\$495.14		\$495.14	\$495.14
Shop tools and machinery,	4.75		4.75	4.75
Miscellaneous equipment,	85.62		85.62	85.62
Miscellaneous,	958.76		958.76	958.76
Amount expended on leased lines by N. Y., N. & H. R. R. Co., which account was acquired by this Company,	1,505,855.73		1,505,855.73	1,505,855.73
Grand total construction and equipment,	\$1,592,308.63	\$820.65	\$1,591,487.98	\$1,591,487.98

Income Account for Year ending June 30, 1910.

Gross earnings from operation,	\$7,235,728.78	
Operating expenses,	4,461,589.69	
Net earnings from operation,		\$2,774,139.09
Miscellaneous income:		
Interest on deposits,	\$3,701.29	
Income from securities owned,	56,857.42	
Profit on sale of material, . . . . .	.83	60,559.54
Gross income less operating expenses,		\$2,834,698.63
Deductions from income:		
Taxes:		
On real and personal property,	\$8,570.40	
On capital stock,	2,747.87	
On earnings,	18,301.22	
Miscellaneous,	236.25	29,855.74
Rent of leased lines,	296,346.24	326,201.98
Net income,		\$2,508,496.65

Income Account for Year ending June 30, 1910 — Continued.**Deductions from net income:**

Paid over to N. Y., N. H. & H. R. R. Co., in accordance with contract, net income to Feb. 28, 1910,				\$1,889,689.09	
Dividends, 1½ per cent. on \$40,000,000.00 common stock,				600,000.00	2,489,689.09
Surplus at close of year,					18,807.56

Gross Earnings from Operation.**Car earnings:**

Passengers,	\$6,775,445.43	
Chartered cars,	27,430.19	
Mail,	9,469.36	
Express,	272,591.96	
		<u>\$7,084,936.94</u>

Miscellaneous earnings:

Advertising,	\$22,866.85	
Rent of land and buildings,	3,341.63	
Rent of tracks,	23,961.44	
Rent of equipment,	876.79	
Sale of power,	46,926.09	
Other miscellaneous earnings,	3,671.51	
Park earnings,	49,147.53	150,791.84
Total,		<u>\$7,235,728.78</u>

Operating Expenses.**MAINTENANCE.****Way and structures:**

Maintenance of track and roadway,	\$663,259.70	
Maintenance of electric line,	140,061.74	
Maintenance of buildings and fixtures,	30,726.46	
Total,		<u>\$834,047.90</u>

Equipment:

Maintenance of steam plant,	\$40,169.55	
Maintenance of electric plant,	18,362.89	
Maintenance of cars,	234,796.67	
Maintenance of electric equipment of cars,	173,415.56	
Maintenance of miscellaneous equipment,	17,008.74	
Miscellaneous shop expenses,	34,971.71	
Total,		<u>518,725.12</u>

Operating Expenses — Continued.**TRANSPORTATION.**

Operation of power plant:

Power plant wages,	\$110,494.54	
Fuel for power,	331,748.07	
Water for power,	12,753.76	
Lubricants and waste for power plant,	11,231.12	
Miscellaneous supplies and expenses of power plant,	7,624.80	
Hired power,	310,738.07	
	<hr/>	
Total,		784,590.36

Operation of cars:

Superintendence of transportation,	\$66,391.49	
Wages of conductors,	645,191.68	
Wages of motormen,	667,907.87	
Wages of miscellaneous car service employees,	62,739.89	
Wages of car house employees,	98,376.70	
Car service supplies,	23,296.31	
Miscellaneous car service expenses,	63,021.18	
Hired equipment,	16,203.45	
Cleaning and sanding track,	47,959.92	
Removal of snow and ice,	44,460.01	
	<hr/>	
Total,		1,735,548.50

GENERAL.

Salaries of general officers,	\$44,331.49	
Salaries of clerks,	75,494.60	
Printing and stationery,	12,796.97	
Miscellaneous office expenses,	12,427.16	
Stores expenses,	19,662.31	
Stable expenses,	8,375.47	
Advertising and attractions,	33,551.89	
Miscellaneous general expenses,	28,133.81	
Damages,	170,205.68	
Miscellaneous legal expenses,	6,210.73	
Rent of land and buildings,	1,533.20	
Rent of tracks and terminals,	24.50	
Insurance,	53,130.88	
Express department expenses,	122,799.12	
	<hr/>	
Total,		588,677.81
		<hr/>
Grand total,		\$4,461,569.69

Detailed Statement of Rentals of Leased Lines.

	"A"	"B"	"C"	"D"
NAME OF LESSOR.	Portion used for payment of interest on debt to lessor.	Portion used for payment of dividends on capital stock of lessor.	Portion not included in foregoing payment of interest or dividends.	Total amount of rental paid by lessee.
South Manchester Light, Power and Tramway Co.,			\$600.00	\$600.00
The West Shore Railway Company,	\$500.00	\$1,333.34		1,833.34
Connecticut Railway and Lighting Co.,			293,750.00	293,750.00
N. Y., N. H. & H. R. R. Co.,			162.90	162.90
Total,	\$500.00	\$1,333.34	\$294,512.90	\$296,246.24

Comparative General Balance Sheet.

Item, June 30, 1909.	Assets.	Item, June 30, 1910.	Increase, year ending June 30, 1910.	Decrease, year ending June 30, 1910.
\$319,532.90	Construction & equipment,	\$39,778,834.83	\$39,459,251.93	
.....	Construction and equip- ment, leased lines, . . .	1,591,487.98	1,591,487.98	
.....	Other permanent invest- ments as follows:			
.....	Stocks and bonds of other companies,	38,669.38	38,669.38	
.....	Current assets as follows:			
508,217.11	Cash,	342,499.65		\$160,717.46
2,748.68	Bills receivable, . . .	3,749,394.66	3,746,645.98	
273,905.65	Accounts receivable, . .	718,292.67	444,387.02	
658,022.53	Material and supplies, . .	679,437.64	21,415.11	
24,076.63	Prepaid accounts, . . .	27,205.65	3,129.02	
40,221.03	Due from agents and con- ductors,	43,239.46	3,018.43	
.....	Other current assets, . .	56,410.87	56,410.87	
374,039.68	Items in suspense, . . .	51,481.01		322,558.67
\$2,195,814.21	Total,	\$47,076,953.80	\$45,364,415.72	\$183,276.13

Comparative General Balance Sheet—Continued.

Item, June 30, 1909.	Liabilities.	Item, June 30, 1910.	Increase, year ending June 30, 1910.	Decrease, year ending June 30, 1910.
\$275,000.00	Capital Stock, common, Current liabilities as fol- lows:	\$40,000,000.00	\$39,725,000.00	.....
1,519,670.69	Accounts payable,	628,387.36	.....	\$891,283.33
.....	Matured interest on funded debt unpaid,	800.00	800.00	.....
.....	Dividends unpaid,	2,000.62	2,000.62	.....
635.61	Other working liabilities, .	68,512.63	67,877.02	.....
309,582.90	Advances by N. Y. N. H. & H. R. R. Co. for construc- tion, . . . .	.....	.....	309,582.90
16,382.09	Outstanding tickets, . . .	.....	.....	16,382.09
.....	Accrued liabilities as fol- lows:	.....	.....	.....
128.34	Rentals accrued and not yet due,	63,619.72	63,491.38	.....
.....	Items in suspense,	1,501.99	1,501.99	.....
.....	Rehabilitation Fund, . . .	4,702,390.64	4,702,390.64	.....
.....	Deferred liability net assets C. R. & L. Co.,	629,013.34	629,013.34	.....
74,414.58	Reserves,	961,919.94	887,505.36	.....
.....	Surplus,	18,807.56	18,807.56	.....
\$2,195,814.21	Total,	\$47,076,953.80	\$46,098,387.91	\$1,217,248.32

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage,	25,933,046
Freight, mail, and express car mileage,	505,258
Total car mileage,	26,438,304
Passenger car hours,	2,772,284
Freight, mail, and express car hours,	90,301
Total car hours,	2,862,585
Fare passengers carried,	137,263,071
Transfer passengers carried,	26,453,802
Total passengers carried,	163,716,873
Average fare, revenue passengers,	4.936
Average fare, all passengers (including transfer passengers),	4.138
Car earnings per car mile, . . . . .	.2680
Miscellaneous earnings per car mile, . . . . .	.57
Gross earning per car mile, . . . . .	.2737
Car earnings per car hour,	2.47
Miscellaneous earnings per car hour, . . . . .	.05
Gross earnings per car hour,	2.52
Operating expenses per car mile, . . . . .	.1688
Operating expenses and taxes per car mile, . . . . .	.1699

Mileage, Traffic, and Miscellaneous Statistics.—Continued.

Operating expenses per car hour,	1.55
Operating expenses and taxes per car hour,	1.57
Operating expenses per cent. of gross earnings,	61.66
Operating expenses and taxes per cent. of gross earnings,	62.07
Average number of employees, not including officials, during year,	4,498
Aggregate amount of wages paid employees,	\$2,846,578.65
Amount of salaries paid officials,	47,289.50

CROSSINGS, ETC.

	Number.
Steam railroad crossings at grade unprotected,	5
Steam railroad crossings at grade protected by gates, flagmen, or crossing alarm,	11
Steam railroad crossings at grade protected by signal or interlocking devices,	4
Steam railroad crossings at grade protected by derailling devices on street railway,	0
Steam railroad crossings over grade,	46
Steam railroad crossings under grade,	30

Commutation and other forms of tickets sold at reduced rates:

Twenty-five ride book, Meriden to Wallingford, \$2.25.

“ “ Meriden to Yalesville, \$2.00.

“ “ Meriden to Tracy, \$1.50.

“ “ Tracy and Wallingford, \$1.50.

“ “ South Meriden and Wallingford, \$2.00.

Forty ride pupils' books, \$1.00.

Monthly commutation books in coupon form are sold at one-half the regular rates, good between Manchester and Burnside, Manchester and Rockville, Burnside and Rockville.

Fifty ride book, Hartford to Windsor, \$4.00.

“ “ Hartford to Glastonbury, \$4.00.

“ “ Hartford to Rainbow Park, \$5.00.

“ “ South Glastonbury, \$5.00.

Twenty ride book, Windsor to Poquonock, \$1.00.

Twenty-one ride strips, any 5c. fare limit in New Britain, \$1.00.

Twenty-five ride strips, any 5c. fare limit in Waterbury, \$1.00.

Twenty ride books, Far Mill River to Stratford Pole, \$1.00.

Twenty ride books, Far Mill River to Derby, \$1.00.

Description of Road and Equipment.

TRACK.

	Owned.	Leased.	Operated under track- age rights.	Total operated.
Length of road (first main track),	376.722	199.491	8.174	584.387
Length of second main track, . . .	81.322	74.671	.580	156.573
Total length of main track, . . .	458.044	274.162	8.754	740.960
Length of sidings and turnouts, . .	17.730	8.845	1.093	27.668
Total computed as single track,	475.774	283.007	9.847	768.628

RAILS.

Name of	Weight per yard.	Steel (Miles of).	Total.
"T,"	40 to 95 lbs.	701.022	701.022
Girder Tram,	70 to 90 lbs.	48.895	48.895
Girder Groove,	85 to 125 lbs.	18.711	18.711
Total miles of, . . . . .	.....	768.628	768.628
Gauge of track	4' 8½"	.....	.....

PAVING.

	Miles.
Asphalt, sheet,	13.204
Brick,	29.161
Asphalt, block,	1.900
Cobble,	15.067
Belgium block,	14.586
Bituminous macadam,	3.250
Macadam,	175.149
Concrete pavement, . . . . .	.094
Stone ballast,	23.180
Granitoid,	1.281
Wood,	2.341
Total miles,	279.213

Description of Road and Equipment.— *Continued.*

CARS, ETC.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars equipped with full vestibule,	655	33	688
Closed passenger cars equipped with half vestibule,	10	2	12
Closed passenger cars not equipped with vestibule,	26	5	31
Open passenger cars,	755	15	770
Combination closed and open passenger cars,	2	..	2
Total passenger cars,	1,448	55	1,503
Freight cars,	2	5	7
Express cars,	25	..	25
Combination cars,	4	..	4
Work cars,	48	69	117
Snow plows,	67	24	91
Sweepers,	15	4	19
Miscellaneous,	40	14	54
Total,	1,649	171	1,820

EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors,	9.8	20½c. to 26c. per hour.
Motormen,	9.8	20½c. to 26c. per hour.
Starters,	10.6	\$2.64
Watchmen,	11.3	1.78
Switchmen,	9.5	1.44
Roadmen,	10	1.59
Hostlers,	10.2	1.88
Linemen,	9.7	2.49
Engineers,	10	2.71
Firemen,	9.7	2.05
Electricians,	10	2.34
Machinists and Mechanics,	10	2.57

List of All Accidents During Year ended June 30, 1910.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESS- NESSES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . .	..	641	4	979	4	1620
Employees, . . . .	..	52	7	73	7	125
Other persons,	1	134	23	260	24	394
Total,	1	827	34	1312	35	2159

Amount paid for injuries and damages caused by accidents:

Paid by the company, \$163,679.03

Description of Accidents

1909.

- July. 1. Manchester. Frank Lawler, lineman, fell from pole; badly bruised.
Bridgeport. Collision of cars. One unknown man bruised and shaken up.
New Britain. Lady fell while alighting from car at standstill; slightly injured; Mrs. Noe.
- July 2. New Haven. W. W. Cornwall tried to board moving car; thumb and face bruised. .
New Haven. Mrs. K. Beach stepped off moving car; slightly injured.
New Haven. Mrs. Grimley fell getting off moving car; slightly injured.
New Haven. Unknown woman fell getting off moving car.
New Haven. Mrs. C. W. Faton fell after leaving car at Savin Rock; slightly injured.
Hartford. Paul Vintino stepped from moving car and fell; shaken up.
Hartford. Dorothy Scoville; window dropped on child's finger; finger badly bruised.
Waterbury. Fred Reihl stepped under guard rail of moving car at pole 113; injuries slight.
Waterbury. Unknown stepped from moving car; injuries slight.
Waterbury. Unknown passenger alighted from moving car; slight injuries; at Waterville.
Bridgeport. Collision car and team; unknown driver bruised about body.
- July 3. New Haven. Collision car and team; driver thrown into street and was slightly injured.
New Haven. Car struck little girl; slightly injured.
New Haven. W. L. Goslen fell off moving car; slightly injured.

1909.

- July 3. New Haven. M. Jacobs jumped off moving car; slightly injured.
New Haven. Man struck by car; slightly injured.
New Haven. Register fell on head of T. J. McCarthy at Woodmont; slightly injured.
New Haven. Miss G. E. Mitchell stepped off moving car; slightly injured.
New Haven. Unknown man jumped off car; slightly injured.
New Haven. Mrs. Hoffman stepped off moving car at Branford; slightly injured.
New Haven. Unknown woman fell off moving car; slightly hurt.
Hartford. H. W. Wisner stepped from moving car and fell; shoulder slightly injured.
Hartford, East. Baby fell from mother's arms by sudden starting and stopping of car; head cut; Mrs. K. Kaplan's child.
Hartford. Chas. C. Smith jumped from moving car and fell; face scratched.
Waterbury. Mrs. Woodruff attempted to board moving car; slight injuries.
Waterbury. Mr. Terhuner alighted from moving car at Cheshire; injuries slight.
Stratford. Collision car and auto. Ruth Brockenry and S. A. Lewis both shaken up and bruised.
Bridgeport. Collision car and team. Foot injured; H. Bresky.
New Britain. Man fell from moving car; slightly injured; Chas. Messenger.
July 4. New Haven. Unknown man jumped off moving car and struck pole; slightly injured.
New Haven. Mary Connely stepped off moving car; slightly injured.
New Haven. Unknown man walked off moving car; slightly injured.
West Haven. Boy fell off running board; slightly injured.
New Haven. Unknown lady stepped off moving car; slightly injured.
Windsor. Lady fell by stepping into ditch as she was alighting from car; badly injured; Mrs. A. L. Loomis.
Hartford. Lady stepped from moving car and fell; back slightly injured; unknown.
Waterbury. Unknown alighted from moving car; slightly injured.
New London. Cornell Bennett jumped from moving car and was bruised.
Bridgeport. Collision car and auto. Conductor J. Reilly's leg injured.
July 5. New Haven. Unknown man stepped off moving car; slightly injured.
New Haven. M. Miller jumped off moving car; slightly injured.
New Haven. Geo. Lee tried to board on moving car; slightly injured.
Woodmont. Collision car and auto. Mrs. Black's arm hurt; Mr. Davis, Miss Davis, and Mr. Hanchfield injured.

1909.

- July 5. New Haven. Unknown man jumped off moving car; slightly hurt.
New Haven. Unknown man jumped off moving car and cut his head.
New Haven. Unknown woman slipped boarding car; slightly hurt..
New Haven. Michael Donovan jumped off moving car; face scratched.
Hartford. Man fell from running board of car; hand slightly injured; John Poverisky.
Hartford. Unknown lady stepped from moving car and fell; slightly injured.
Hartford. Motor blew out and passengers jumped from moving car. Miss Rose Lappan, face badly cut; Arthur Lavoie, knee slightly injured; T. C. Nestor, ankle slightly injured; Chas. Anderson, ankle slightly injured; Isadore Gibber, knees bruised and hands cut.
Hartford. Trolley pole pulled out of socket and hit car starter; head cut; John Dunn.
Stratford. Collision of cars. W. H. Irwin and William Briggs bruised and shaken up.
Norwalk. Fuse blew out; Elizabeth Pesenye bruised about the body.
Milford. Mary Coakley fell when alighting from car; leg injured.
Westport. Albert Gustafson struck abutment of bridge; back injured.
West Thompson. Mary Battell jumped from moving car and sprained her ankle.
- July 6. East Haven. E. Churchill jumped off moving car; slightly injured.
New Haven. Miss Nina Chappell tried to board moving car; slightly injured.
New Haven. Unknown woman fell off moving car; slightly injured.
Hartford. Car and auto collided throwing lady out of auto; head cut; Mrs. Coyne.
Waterbury. Goldie Lossin, child, struck by car; injuries slight.
- July 7. New Haven. Unknown man stepped off backwards; slightly injured.
New Haven. Mary Smith fell against running board; slightly injured.
New Haven. Mr. Boyce stepped off moving car; slightly injured.
New Haven. Miss Allen jumped off moving car; slightly injured.
New Haven. Lillian Burzman stepped off moving car; head cut.
Waterbury. Mrs. Joseph Gandy stepped from standing car; injuries to back and side.
Waterbury. Rear end collision at Ridgewood Street: Rose Mercier, nervous shock; Anna Mercier, shoulder dislocated; Delvina Mercier, arm sprained; Martha Green, bruised and sprained; Mrs. Patrick Faherty, internal injuries; B. Goulin, back injured; Martin Dwyer, shoulder sprained; Lawrence

1909.

July 7.

Augusta, sprained; John Horn, back injured; Margaret Flanagan, bruised and shocked; John Skyladinoski, cuts and bruises; Geo. Schroder, cuts and bruises; Mary Daley, cuts and bruises; Catheren Brynes, bruises and shock; James Tierney, back and arm sprained; Cathern Lockland, bruises; Henry Lockland, bruises; Thos. Long, sprained ankle; Steve Mitchell, injuries to knee; Edw. Dema, injured knee; Wm. Fuesp, cuts and bruises; Rocco Sponge, injured back; Sarah Latham, nervous shock; Rosina Dechueci, cuts and bruises; Margaret Nile, nervous shock; Jennie Barnes, nervous shock; Henrietta Gensler, nervous shock; Amentha Marcotta, cuts and bruises; Fred Bartlett, cuts and bruises; Florence Burnop, cuts and bruises; Grace Burnop, cuts and bruises; Vineuizo Charleollo, cuts and bruises; Amedao Allegreve, cuts and bruises; Signa Johnson, nervous shock; M. T. Devine, sprained shoulder; D. O. Cashman, bruises; Patrick Barrett, back injured; Geo. Stebbins, back sprained; Signa Green, nervous shock; Callurin Scaeden, shock; Edw. Halloran, knee injured; Margaret McMahon, nervous shock; Wm. Phelan, cuts and bruises; Geo. Lowe, slight injuries; John Sullivan, slight injuries; Frank Reed, slight injuries; James Richards, slight injuries; Wm. West, slight injuries; Lorenzo Aiusti, cut and bruised; Harry Palmermio, cut and bruised; Giovanni Diodecibussi, cuts and bruises; Ginnaro Valletta, slight injuries; Herman Johnson, arm sprained; Anna Connors, shock; Fred Fitch, back sprained; John Casey, slight injuries; Bessie Monahan, slight injuries; Angelo Soligan, slight injuries; Jos. McGrath, cuts and bruises; Leonard Dilmoeola, cuts and bruises; Daniel McCarthy, slight injuries; Thopile Rochan, cuts and bruises; Ludwig Lowcienski, cuts and bruises; Matthew Peniks, cuts and bruises; Wihelmna Francois, nervous shock; Tony Baberio, slight injuries; Margaret Lynch, nervous shock; Mary Selgrue, nervous shock; Mary Kennedy, nervous shock; Agnes Nile, nervous shock; Wm. F. and Mary McCue, nervous shock; Ed. Hyland, back injured; Jennie LaChappelle, nervous shock; Mary Sinnott, nervous shock.

Bridgeport. Collision, car and team. Mrs. Mathilda Woolner; back injured.

July 8. New Haven. Unknown lost balance and fell off rear of car; slightly injured.

New Haven. Tony Waters fell off moving car; slightly injured.

East Hartford. Mrs. Leaham thrown against back of seat as car started after she had boarded car; ribs broken.

Hartford. Thos. Prentice, carpenter; got slivers in hand.

July 9. New Haven. Unknown woman stepped off moving car; slightly hurt.

New Haven. Aceland Cater stepped off moving car; slightly injured.

1909.

- July 9. Southington. Mrs. Doran stepped off moving car and fell at Lazy Lane; slightly injured.
- July 10. New Haven. Unknown man stepped off moving car; slightly injured.
- New Haven. John Glennon stepped off moving car; slightly injured.
- New Haven. Frank Miller tried to board moving car; slightly injured.
- New Haven. Mrs. Johnson got off car backwards; slightly injured.
- New Britain. James Nicolet, standing on running board and scraped against an ice wagon; leg scratched.
- East Hartford. James Carberry, intoxicated, fell from rear platform of car; leg broken.
- Waterbury. John Familata, alighted from moving car; slight injuries.
- Waterbury. Mrs. Schroder alighted from car while in motion; slight injuries.
- Waterbury. Unknown alighted from moving car; slight injuries.
- July 11. New Haven. Unknown man stepped off moving car; slightly injured.
- New Haven. B. Seccol, fell getting on car; hand bruised.
- New Haven. Mrs. Sepana fell off moving car; slightly injured.
- Hartford. Lady alighted from car and was reaching for her child when car started and rear end of car struck her as it swung around curve; slightly injured. Mrs. Nettie Miller.
- Waterbury. Michael Lynch alighted from car while in motion; slightly injured.
- Waterbury. Mrs. Gardner alighted from moving car; slight injuries.
- Stamford. Mrs. T. P. Taylor stepped from moving car; broken arm.
- Middletown. Wm. Dooley, intoxicated, laying side of track with arm on track. Arm run over by car; arm crushed.
- July 12. New Haven. Tersa Carlò stepped off backwards from moving car; head cut.
- New Haven. Unknown woman stepped off moving car; slightly injured.
- New Haven. Unknown woman slipped from running board of moving car; slightly injured.
- New Haven. Mrs. A. Brennan hurt side getting off car.
- New Haven. Miss Brophy stepped off moving car; slightly injured.
- New Haven. Boy threw stone at car and injured passenger.
- Newington. Frank Sears, while attempting to change seats, fell from running board of fast moving car; badly injured.
- July 13. New Haven. Unknown girl jumped off moving car; slightly hurt.
- New Haven. Mrs C. Carney struck by car; slightly injured.

1909.

- July 13. Waterbury. Unknown alighted from moving car; slightly injured.
Waterbury. Louis Harper alighted from car where street was being excavated; sprains and bruises.
- July 14. Branford. Collision car and team; G. Nelson and N. Ball both slightly injured.
West Haven. Mrs. Angoni tried to board moving car at Savin Rock; slightly injured.
New Haven. M. Regan jumped off moving car; slightly injured.
New Haven. Unknown woman fell from moving car; slightly injured.
East Hartford. E. Simons, boy, jumped from moving car; slightly injured.
Hartford. A. A. Valin, conductor, taken sick and fell in barn. Head cut.
Stamford. Rear end collision. Francis Pusell, fractured jaw; Mrs. A. McMullen, leg bruised; Mrs. M. Brennan, knee bruised.
New Britain. Jesse Pillsbury, conductor, fell from running board of moving car; badly injured.
Meriden. Miss Elmwood stepped off moving car at Dickerman's Corner; slightly injured.
- July 15. New Haven. Collision car and team. J. Smith & Co. Driver slightly injured.
New Haven. M. Thompson got off moving car; slightly injured.
New Haven. H. B. Hamilton stepped off moving car; slightly injured.
Westville. Unknown man stepped off moving car; slightly injured.
New Haven. Unknown man stepped off moving car; slightly injured.
New Haven. Unknown woman fell off moving car; slightly injured.
Bridgeport. Register fell on Mary Garaci; shoulder injured.
Bridgeport. Unknown woman injured while alighting from car.
New London. Unknown woman fell from standing car and cut lip.
Waterbury. Mrs. James B. Falby struck by car; cut and bruised.
- July 16. New Haven. Unknown man stepped off moving car; slightly injured.
New Haven. M. E. Babcock struck by passing car; arm and wrist hurt.
Bridgeport. Collision car and team. Driver's side injured. John Vadakin.
Norwich. Mrs. Sullivan stepped from moving car and was bruised.
- July 17. New Haven. Louis Feyer struck by car; slightly injured.
Hartford. Laborer working on track work stepped out of way of car and foot run over by auto; foot slightly injured.
Hartford. Barrel of copper rolled on employee's foot, H. W. Adams, one toe smashed.
Hartford. Miss Brown after alighting from car was hit by auto; side injured.

1909.

- July 17. South Manchester. James Conlon stepped from moving car and fell; badly shaken up.
East Hartford. Man jumped from moving car and foot went under wheel; foot crushed. (Special car. Hartford and Springfield crew and car. Hartford pilot on same while on Hartford Division.)
Rockville. Thos. Burns while repairing are light had hand burned.
New London. A. Speigoti stepped from moving car and was bruised.
- July 18. New Haven. Mrs. Shanley stepped off moving car; slightly injured.
New Haven. Unknown man tried to board moving car; slightly injured.
West Haven. Cars bumped; two women slightly injured.
Woodmont. Register dropped on Chas. Mann and scratched his cheeks; T. J. Porter cut on hand.
New Haven. H. Hoeland stepped off moving car; slightly injured.
New Haven. Unknown person stepped off moving car; slightly injured.
New Haven. Collision of cars. Wm. Joy's hand cut; L. D. Chapel slightly injured.
Middletown. Mrs. Burgess was alighting from car at standstill. Turned ankle and fell; ankle slightly injured.
- July 19. New Haven. Collision of car and team of S. Green; driver slightly injured.
New Haven. D. N. Hill stepped off moving car; slightly injured.
Waterbury. Unknown alighted from car; slight injuries.
- July 20. New Haven. E. Durgée stepped off moving car; slightly injured.
New Haven. Unknown person cut hand on defective handle.
New Haven. A. Pfeiffer jumped off moving car; slightly injured.
Westville. Anna Riley stepped off moving car; slightly injured.
Waterbury. Unknown alighted from moving car; slightly injured.
Milldale Junction. Mrs. Flynn stepped off moving car; slightly injured hand.
- July 21. New Haven. B. Capolinnico stepped off moving car; slightly injured.
New Haven. Mrs. Gebhart stepped off moving car; slightly injured.
Hartford. Miss Meyers stepped from moving car and fell; shoulder slightly injured.
Hartford. Jos. Jones, motorman of work car, slipped from pile of timber on which he was working; leg slightly injured.
Miss Harriet E. Skinner slipped and fell while boarding car at standstill; slightly injured.
Hartford. Unknown man stepped from moving car and fell; slightly injured.
- July 22. New Haven. Unknown person stepped off moving car; slightly injured.
New Haven. Mrs. Miller stepped off moving car; slightly injured.

1909.

- July 22. Hartford. Fuse blew out and two passengers jumped from moving car; Elizabeth Wenderowsky and Andrew Nalinowsky both slightly injured.
Manchester. Albert Gowdy riding bicycle claims he was blinded by car's arc light, causing him to strike team; slightly injured.
Hartford. John Woleski jumped from moving car and fell; badly bruised.
Hartford. John Mullean accidentally hit by fellow workman with sledge at Vernon St. repair shop; head cut.
Hartford. Laborer injured by being struck by stone from another laborer's shovel; head cut.
Waterbury. J. W. Sweeney struck by guard rail; slightly injured.
Waterbury. R. Bergin alighted from car while in motion; slightly injured.
Bridgeport. Derailment; T. J. Sullivan shaken up and bruised.
- July 23. West Haven. Dr. Sylvester struck by curtain on car; nose injured.
New Haven. Mrs. Fenton stepped off moving car; slightly injured.
Hartford. Collision of cars. Mrs. Ella McCarthy badly shaken up.
- July 24. New Haven. P. Zimmerman stepped off moving car; slightly injured.
New Haven. F. Williams stepped off moving car; slightly injured.
Hartford. Fuse blew out and two ladies jumped from moving car. Miss Mary Foster badly bruised; Miss May Burnes' shoulder fractured.
East Hartford. Collision of cars: Rudolph Hebbe, slightly injured; Ana Carlson, slightly injured; Mariam Carlson, child, slightly injured; Mrs. A. C. Meekerlein, slightly injured; Wm. L. Lawerance, slightly injured; Louis Glosser, slightly injured; Marian Masur, slightly injured; Mrs. G. L. Masur, slightly injured; Ruth Derrick, slightly injured; Fred Scharf, slightly injured; Mrs. F. W. Scharf, slightly injured; James S. Martin, slightly injured; Mabel Casey, knee badly hurt.
Hartford. Laborer injured while moving frog. Same fell on his foot; slightly injured.
Waterbury. Unknown attempted to board car while in motion; slightly injured.
Stamford. Tony Smith jumped from moving car; face cut.
- July 25. New Haven. B. Pastuneck, boy, jumped off moving car; slightly injured.
East Haven. J. Heffernan stepped off moving car; slightly injured.
New Haven. At Lighthouse Point. Miss Segle stepped off moving car; slightly injured.
New Haven. I. Supaniski stepped off moving car; slightly injured.
New Haven. Unknown girl stepped off moving car; slightly injured.

1909.

- July 25. New Haven. Unknown person tripped while boarding moving car; slightly injured.
New Haven. Mrs. Shapiro stepped off moving car; elbow injured.
New Haven. At Fort Hale Park. Unknown person struck by running board; slightly injured.
Branford. At Indian Neck. A. M. Bacatontis stepped off moving car; head cut.
Windsor. Auto struck pole near car; John Swanson, in auto, fatally injured.
Waterbury. Chas. Hough attempted to board moving car at Naugatuck; slightly injured.
Bridgeport. A. Gessner, employee power station, scalded by steam.
New Britain. M. Garvey jumped from moving car and fell; knee and back injured.
North Grosvenordale. Two Italians jumped from moving car and were bruised.
- July 26. New Haven. Unknown person walked into side of car; slightly injured.
New Haven. Mr. Lenion fell in car and cut head.
New Haven. At Fort Hale Park, J. Bradsky stepped off moving car; slightly injured.
New Haven. Unknown woman stepped off moving car; slightly injured.
New Haven. At Momauguin. Car jumped track; Mr. and Mrs. Jessop and two children slightly injured.
New Haven. Collision, car and team. F. W. Edwards, driver; slightly injured.
Westville. J. Morrisin tried to board moving car; slightly injured.
New Haven. Unknown man tried to jump off moving car; slightly injured.
Hartford. Unknown track laborer struck by running board of car; back injured.
- July 27. New Haven. Mr. Dorz tried to board moving car; clothing torn and he was slightly injured.
New Haven. At Pequot Switch. Unknown woman stepped off moving car; slightly hurt.
New Haven. Sabit Copa stepped off moving car; slightly injured.
New Haven. Unknown man stepped off moving car; slightly injured.
Hartford. Miss Mary Foley stepped from moving car and fell; slightly injured.
Hartford. Laborer accidentally struck on head by shovel of fellow workman; head slightly injured. Check 1321.
Hartford. Mary A. Spellman stepped from moving car and fell; slightly injured.
Hartford. W. R. Ford, conductor, struck against team while standing on running board; knee cut.

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- July 27. Hartford. Unknown woman fell from running board while car was at standstill; head slightly injured.
Bridgeport. Virginia Hagarty, small child, ran in front of car; foot injured.
Middletown. R. B. Elldward; car started just as man was boarding same and he was thrown; slightly injured.
- July 28. New Haven. Controller burnt out. Mrs. L. Braner, Mr. V. Threlli slightly injured.
New Haven. At Lighthouse Road. Mrs. Shalope stepped off moving car; slightly injured.
New Haven. Chas. Merrick jumped off moving car; slightly injured.
West Haven. Unknown man jumped off moving car; slightly injured.
Waterbury. A. T. Banker while changing seats fell from moving car; slightly injured.
Wallingford. Unknown lady stepped off moving car; slightly injured.
Milldale Jc. Peter Salvini stepped off moving car; bruised.
- July 29. New Haven. Collision car and team of F. Johnson; driver slightly injured.
New Haven. At Grannis Cor. Unknown man stepped off moving car; slightly hurt.
New Haven. Max Freedman jumped from moving car; slightly injured.
New Haven. Unknown woman stepped from moving car; slightly injured.
New Haven. Pearl Sharp stepped off moving car; slightly injured.
Waterbury. David Peet dropped car ticket; stepped off backward and was slightly injured.
Wallingford. Hattie Kinade stepped off moving car; slightly injured.
- July 30. New Haven. Chas. Finch fell trying to board moving car; slightly injured.
New Haven. F. Goodrich stepped off moving car; slightly injured.
New Haven. Unknown man jumped from moving car; slightly hurt.
Hartford. Chas. Smith tried to board moving car; shin injured.
Hartford. Tony Jewell drove team in front of car; driver slightly injured.
Hartford. Geo. Thompson rode bicycle into side of work car; hand cut.
Waterbury. Jos. Lapedino attempted to board moving car; slightly injured.
Waterbury. Lelice Venittille jumped from wagon in front of car.
Waterbury. Mamie Degnan alighted from moving car; slightly injured.

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- July 30. Milford. Controller flashed up and woman jumped from car; Mrs. Dandurand's knee injured.
Meriden. Unknown person stepped off moving car; slightly injured.
- July 31. A. Anastore stepped off moving car; slightly injured.
New Haven. F. Costello stepped off moving car; slightly injured.
New Haven. At Momauguin, A. Amando struck by car; slightly injured.
New Haven. Miss E. Enhied fell from moving car; slightly injured.
Hartford. H. G. Clark, driver of team; pulled team into side of car and conductor was slightly injured.
Hartford. Anna Hjelsitti stepped from moving car and fell; arm injured.
Hartford. J. J. Kilpatrick stepped from moving car and fell; head cut.
Hartford. Controller flashed and Miss Annie Spiegel stepped from moving car; back hurt.
Waterbury. M. Sheil alighted from moving car; slightly injured.
Waterbury. F. L. Allen knocked from running board; slightly injured.
Derby. Marshall Amadon injured while alighting from car; knee cap fractured.
Stamford. Geo. Fansett thrown from car rounding curve; back bruised.
- Aug. 1. New Haven. At Double Beach. C. H. Williams fell trying to board moving car; slightly injured.
West Haven. Unknown man struck by car at Savin Rock; slightly injured.
New Haven. E. W. Graves fell running for moving car; slightly injured.
New Haven. Unknown man jumped from moving car and injured arm.
New Haven. Unknown man jumped from moving car; slightly injured.
New Haven. M. McDonald walked off car backwards; slightly injured.
New Haven. Woman stepped off moving car; slightly injured.
New Haven. Mr. Swanson fell getting off moving car; slightly injured.
New Haven. At Lighthouse Point. Child ran into car; mother was Mrs. E. W. Steitz; slightly injured.
Hartford. Alfred Lakman jumped from moving car and fell; forehead slightly cut.
Hartford. John Schultz stepped from moving car and fell; face scratched.
Cheshire. Unknown alighted from moving car; slightly injured.
Cheshire. Unknown fell from moving car; slightly injured.

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- Aug. 1. Bridgeport. Mortorman W. L. Gray, brake handle struck his arm; arm broken.
- Aug. 2. New Haven. D. Schnelke lost balance and fell; slightly injured.
New Haven. At Morris Cove. Unknown woman fell getting off moving car; slightly hurt.
New Haven. Man reached for moving car, missed and fell; slightly injured.
New Haven. Mrs. Thump stepped off moving car backwards; slightly injured.
New Haven. J. Shea fell off moving car; slightly injured.
Hartford. Mrs. A. Smith fell while alighting from car at stand-still; slightly injured.
Hartford. Louis Kletp, conductor, fell from car as car passed out of switch; slightly injured.
Middlebury. Wm. Burke alighted from car while in motion; slightly injured.
Occum. C. E. Howe jumped from moving car and was bruised.
- Aug. 3. West Haven. J. Cabots tried to board moving car; slightly injured.
New Haven. At Raynham Switch. Collision of cars. Mrs. Rebecca Levy slightly injured.
New Haven. Unknown person tried to board moving car; slightly injured.
New Haven. Liza Patz jumped off moving car; slightly injured.
New Haven. Unknown woman stepped off moving car; slightly injured.
New Haven. Collision, car and bicycle. John Cenzen slightly injured.
- Aug. 4. New Haven. At Lighthouse Road. Collision of cars. Two slightly injured.
New Haven. F. Morgan stepped off moving car; slightly injured.
New Haven. M. Whitfield jumped from auto that collided with car; head cut.
West Haven. F. Hartsame slipped from running board; slightly injured.
North Haven. Unknown man jumped from moving car; slightly hurt.
Hartford. Chas. Ducham struck by car fender; slightly injured.
Waterbury. Peter Breff alighted from moving car; slightly injured.
New Britain. Car struck wagon, throwing driver off; shoulder slightly injured; August Johnson.
- Aug. 5. New Haven. Mrs. Dolph fell from moving car; slightly injured.
Woodmont. Boy stealing ride jumped from moving car; slightly injured.
Hartford. Mr. A. C. Osborn slipped from running board of moving car; slightly injured.
- Aug. 6. New Haven. J. D. Shea tried to get on moving car; slightly injured.

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- Aug. 6. West Haven. At Savin Rock. Unknown person jumped from moving car; slightly hurt.
Hartford. Chris. Banning, intoxicated, tried to board moving car and foot went under wheel; toes crushed.
Bridgeport. Mrs. John Weston injured while alighting from car.
Hartford. Mrs. Belden in attempting to alight from car at standstill missed hold on grab handle and fell; slightly injured.
Plainville. Unknown man fell while attempting to board moving car; slightly injured.
Meriden. John Kilmartin; collision, car and bicycle; bruised about body.
- Aug. 7. New Haven. Unknown girl stepped off moving car; slightly injured.
New Haven. Collision, car and team of Moran's Laundry. Driver slightly injured.
New Haven. Thos. Galvin, child, struck by car; head cut.
New Haven. Mrs. Powell stepped off moving car; slightly injured.
New Haven. J. Sayers stepped off moving car; slightly injured.
New Haven. Mr. Rockford stepped off moving car; slightly injured.
New Haven. Unknown person stepped off moving car; slightly injured.
New Haven. Steve Wicker stepped in front of moving car and was struck; slightly injured.
West Haven. Mrs. Milldale at Savin Rock stepped off moving car; slightly injured.
New Haven. E. Churchill jumped off moving car; back injured.
New Haven. Unknown person jumped off moving car; slightly injured.
Hartford. Mary Lazvi stepped from moving car and fell; badly shaken up.
Waterbury. Jos. Butler cut hand on broken vestibule door window; slight cut.
Waterbury. Unknown alighted from car while in motion; injuries slight.
Milford. Collision of cars. Mrs. Herbert Jencks shaken up.
- Aug. 8. New Haven. Unknown woman stepped off moving car; slightly injured.
West Haven. At Savin Rock. Unknown man fell from moving car; slightly hurt.
New Haven. Unknown person stepped off moving car; slightly injured.
New Haven. Tony Vorbob jumped off moving car; slightly injured.
New Haven. Unknown man tried to get on bumper and in doing so injured his knee.
New Haven. Unknown man stepped off moving car; slightly injured.

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- Aug. 8. Hartford. Unknown man stepped from moving car and fell; slightly injured.
Hartford. Miss Jennie Hyman stepped from moving car and fell; arm slightly injured.
Hartford. W. R. Holcomb, conductor, fell from car; arm and hand bruised.
Hartford. W. C. Zimmer, conductor, trolley base fell on his knee; knee scraped.
Hartford. Chas. Gaines, conductor, slipped off running board; arm bruised.
Bridgeport. At Stratford. Window fell, crushed finger of Mr. P. Phillips.
Winsted. John McKenna fell from rear seat of car while intoxicated.
- Aug. 9. New Haven. Unknown woman stepped off moving car; slightly injured.
New Haven. Miss Jones fell in car as it was about to stop; slightly injured.
New Haven. Unknown woman stepped off moving car; slightly injured.
Hartford. Miss W. Wiener stepped from moving car and fell; arm bruised.
Hartford. Mr. L. Bill stepped from moving car and fell; head injured.
- Aug. 10. New Haven. Unknown girl ran in front of car; slightly injured.
Branford. Unknown woman stepped off moving car; slightly injured.
New Haven. Miss Rose jumped off moving car; slightly injured.
New Haven. Unknown man stepped off moving car; slightly injured.
New Haven. P. Krall jumped from moving car; slightly injured.
Meriden. Miss Keefe stepped off moving car; slightly injured.
Winsted. Henry Marks jumped from moving car; scalp wound.
- Aug. 11. West Haven. At Savin Rock, Minie Howard slipped getting off car; slightly injured.
New Haven. J. Sullivan struck by passing car; head slightly injured.
West Haven. Unknown man fell from moving car; slightly injured.
New Haven. Unknown person slipped off moving car; head slightly injured.
New Haven. J. Barrone, head grazed by guard rail; slightly injured.
Wallingford. M. Keenan tried to board moving car; slightly injured.
Woodmont. Boy jumped off moving car; slightly injured.
New Haven. C. Pharr tried to board moving car; slightly injured.

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- Aug. 11. Berlin. John Comotta standing on track struck and killed by car.
- Aug. 12. New Haven. At Fort Hale Park. Unknown woman stepped off car; slightly injured.
- New Haven. Unknown person jumped off wrong side of car and was struck by passing car and slightly injured.
- West Haven. Unknown woman got off moving car and fell; slightly injured.
- New Haven. Miss Regan stepped off moving car; slightly injured.
- New Haven. Unknown man struck by car; slightly injured.
- New Haven. Unknown woman fell boarding moving car; slightly injured.
- New Haven. Unknown man struck by auto as he was getting off car; face and head slightly cut.
- Short Beach. Mrs. Whalley stepped off moving car; clothes damaged, slightly injured.
- Morris Cove. Unknown woman stepped off moving car; slightly hurt.
- New Haven. Unknown woman got off moving car; slightly injured.
- Hartford. Wm. Whalen; turned horse into running board and was slightly injured.
- East Hartford. Track laborer struck by bar; head injured.
- Waterbury. Florence Doudlyn, small child, ran about car; rolled under fender; cut.
- Milford. Motor box caught fire, Jos. Reilly, head injured.
- Aug. 13. New Haven. Unknown woman jumped off moving car; slightly injured.
- New Haven. Girl got off moving car; slightly hurt.
- New Haven. J. Pritoni tried to board moving car; slightly hurt.
- New Haven. Collision of cars. Sophia Pressin, John Castle, Chas. Barnes, Albert Johnson, Martha Thum, Mrs. Saur, James Lawlor, injured.
- Hartford. Pat'k Hosty, workman; finger badly cut while repairing dump car.
- Hartford. J. Grimley, conductor, fell from running board; face and head cut.
- Aug. 14. New Haven. Clara Cazatsky fell from moving car; slightly injured.
- New Haven. M. Burroughs tried to board express car; slightly hurt.
- Hartford. Unknown man struck by auto near car; rather badly hurt.
- Hartford. Mrs. C. E. Whitman thrown against door as car started; ankle injured.
- Bridgeport. Conductor Engel caught between two cars; skull fractured.
- Stamford. Unknown jumped from moving car; arm cut.
- Aug. 15. New Haven. H. Chonequest jumped off moving car; slightly injured.
- New Haven. M. Scranton boarded car on wrong side; struck by passing car; slightly injured.

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- Aug. 15. New Haven. At Lighthouse. Dora Ostaff stepped off moving car; slightly injured.
New Haven. J. Deskin stepped off moving car; slightly injured.
New Haven. L. Genera stepped off moving car; slightly injured.
New Haven. Miss L. E. Keibz jumped off moving car; slightly injured.
New Haven. P. Costello jumped off moving car; slightly injured.
New Haven. Mrs. Sacks stepped off moving car; slightly injured.
New Haven. F. Farren put head out and struck by tree; slightly injured.
Branford. Unknown person stepped off car and fell; slightly hurt.
Hartford. T. McDonald jumped from moving car and fell; head cut.
Hartford. Patk Collins, riding bicycle, struck by car; wrist broken.
Hartford. Mrs. Wilson stepped from moving car and fell; slightly injured.
Unknown woman slipped and fell while alighting from car at standstill; badly injured.
Waterbury. Jos. Conlon alighted from moving car; cut and bruised.
New Britain. Sam Majson jumped from moving car and fell; face scratched.
- Aug. 16. Hartford. James B. Daley, conductor, hit by motorman riding as passenger after argument over pass; badly injured.
East Hartford. John Hall struck by car; slightly injured.
Milford. Collision of cars. C. A. Dumphy; back injured.
- Aug. 17. Montovese. Man fell off moving car; slightly hurt. E. L. Milford.
New Haven. Mrs. Griffiths stepped off moving car; slightly injured.
Hartford. Wm. Angus stepped from moving car and fell; slightly hurt.
- Aug. 18. New Haven. M. C. O'Donald jumped off moving car; slightly injured.
New Haven. Unknown woman jumped off moving car; face bruised.
New Haven. J. Stallion tried to board moving car; nose and knee hurt.
New Haven. Unknown person tried to board express car; slightly injured.
Rainbow. Sidney Sylvester, boy, playing on car at standstill, fell off; slightly injured.
New Britain. Morris Neistate jumped from moving car and fell; slightly injured.
- Aug. 19. New Haven. Unknown boy fell while getting off moving car; slightly hurt.
New Haven. Mrs. Morstalter stepped off moving car; slightly hurt.

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- Aug. 19. New Haven. Unknown woman jumped off moving car; slightly injured.
New Haven. Rose Metz fell from car; face injured.
East Haven. Unknown person stepped from moving car; slightly injured.
New Haven. At Lighthouse. Mrs. A. Forbes stepped off moving car; slightly injured.
New Haven. Car off track; four persons slightly bruised; Mrs. Wolfe and child, Mrs. Knowl, Mrs. Studervant.
Woodbury. John Rogers alighted from moving car; slightly injured.
- Aug. 20. New Haven. A. Speelans stepped off moving car; slightly injured.
New Haven. P. Boswick stepped from moving car; slightly injured.
New Haven. H. G. Newton tried to board moving car; slightly injured.
New Haven. F. Lane struck on head by falling trolley wheel; slightly injured.
Middlebury. Peter Crocket, weak spell, fell from standing car; cut in head.
Waterbury. M. J. Hayes attempted to board moving car; shoulder dislocated.
- Aug. 21. New Haven. Mrs. Markoff stepped off moving car; slightly injured.
Woodmont. Ralf Stino tried to board moving car; face cut.
New Haven. Collision of cars; F. O. Gillett, W. H. Kupper, P. Tonmason, J. F. Jones, S. D. Ensign, A. Merwin slightly injured.
New Haven. Mr. McGowan stepped off moving car; injured arm.
New Haven. Mr. Lynch stepped off moving car; slightly injured.
New Haven. Unknown person tried to board moving car; slightly hurt.
Rockville. Mrs. Dunn fell while alighting from car at standstill; slightly injured.
Manchester. Fred Schienflug was slightly injured on account of conductor starting car as he was alighting.
Hartford. James Keating jumped from moving car and fell; face cut.
Waterbury. Jos. Watkins alighted from moving car; slightly injured.
Waterbury. Mrs. David Cradle struck while passing in rear of passing car; shoulder sprained.
Bridgeport. Trolley wire fell; James Ball, boy, jumped from car; leg injured.
Baltic. Unknown man broke collar bone in jumping from moving car.
- Aug. 22. New Haven. Unknown man thrown into street from car and slightly injured.

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- Aug. 22. East Haven. Curtain on passing car struck unknown passenger; wrist injured.
New Haven. Unknown woman jumped from moving car; slightly hurt.
New Haven. Unknown man, intoxicated, tried to board moving car; cheek cut.
New Haven. Collision, car and auto. Mr. and Mrs. O. A. Ruth and daughter slightly hurt.
New Haven. Unknown woman stepped off moving car; slightly hurt.
East Haven. Mrs. E. Farnum stepped off moving car; slightly hurt.
New Haven. Unknown person stepped off moving car; slightly hurt.
Newington. Frank Zambar stepped directly front of car and was struck and was fatally injured.
Waterbury. Unknown attempted to board car while in motion; slightly injured.
Waterbury. Henry Lawson hit by car; head cut.
Thompson. E. Speiper fell while alighting from car; slightly hurt.
Meriden. Collision of cars. B. Daniels, Max Ripps, and Mr. Notkins slightly injured.
- Aug. 23. New Haven. Unknown man walked off moving car; slightly injured.
New Haven. Unknown man stepped off moving car; chin bruised.
Shelton. Mrs. Susi Fili stepped from moving car and fell; shaken up.
- Aug. 24. New Haven. Mrs. Poli stepped off moving car; slightly injured.
New Haven. James O'Mara tried to board moving car; slightly hurt.
New Haven. L. Murphy got off moving car; slightly injured.
New Haven. M. Lynch jumped off moving car; slightly injured.
New Haven. Mildred Rowe frightened by controller when it burned.
New Haven. Mr. Garo jumped from moving car; cut on cheek.
Hartford. Paul Hazog stepped from moving car and fell; slightly injured.
Hartford. Martin Reardon stepped from moving car and fell; slightly injured.
South Windsor. Man threw apple and hit Mrs. B. C. Murphy in eye; eye slightly injured.
Hartford. Driver of team ran into laborer on track; slightly hurt.
East Hartford. Lena Werth stepped from moving car and fell; arm injured.
Bridgeport. Louis Morrissey, employee, caught between two cars; leg amputated just below hip.

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- Aug. 24. Norwalk. Electric light globe fell and broke; A. Johnson's eye injured.
Willimantic. Mrs. Smith fell from car and was bruised.
- Aug. 25. New Haven. M. Shaefer stepped off moving car; slightly injured.
Montowese. F. A. Cetts fell off moving car; slightly injured.
New Haven. Unknown woman stepped off moving car; slightly hurt.
New Haven. Mrs. Slade walked off moving car; slightly injured.
New Haven. Ed. Blake, hand struck as car was passing bridge; slightly injured.
West Haven. At Savin Rock. James Lyons had a fit and fell off moving car; slightly injured.
New Haven. Thos. Connor jumped off moving car; slightly injured.
New Haven. John Healy jumped off moving car; slightly injured.
Branford. Mr. Clarkson jumped off moving car; slightly injured.
Hartford. Ed. Cowles, while riding on rear bumper, caught between cars; legs badly injured in collision of cars.
Waterbury. Thos. Russell alighted from moving car; cut and bruised.
Waterbury. E. J. Thebault stepped from moving car and fell; dislocated wrist.
Union City. G. Borkorski attempted to board moving car; slightly injured.
Bridgeport. Miss Josephine Lewis stepped from moving car and fell; leg injured.
Meriden. Miss Ericson stepped off moving car and fell; slightly injured.
- Aug. 26. Hartford. Jack slipped and laborer fell on rail; side injured.
Waterbury. Mrs. Fred Veogli, team struck by car; injury and shock.
Stamford. Mr. Hawthorne jumped from moving car; slightly injured.
New Haven. Contoller blew out; Sam Bogdanoff and Ida Edison slightly injured.
West Haven. At Savin Rock. Unknown woman tried to board moving car; slightly injured.
New Haven. Child hit passenger with stone; slightly hurt.
- Aug. 27. New Haven. J. R. Cronin tried to board moving car; slightly injured.
New Haven. John Rosso knocked off car; slightly injured.
Hartford. Clarence Johnson, boy, ran into side of car; slightly hurt.
Hartford. Mrs. H. T. Grant stepped from moving car and fell; slightly injured.
Waterbury. Mrs. Conlon stepped from moving car; slightly injured.
New Britain. Mr. Farrell stepped from moving car and fell; shaken up.

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- Aug. 27. Danielson. T. Ward fell from car and bruised.
- Aug. 28. New Haven. Clara Handy stepped off moving car; shoulder injured.
New Haven. Mrs. Wissert stepped off moving car; slightly injured.
New Haven. Unknown man stepped from moving car; slightly injured.
Hartford. Mrs. Hyde stepped into ditch while alighting from car; ankle injured.
Hartford. Miss Grace Rouse stepped from moving car and fell; shaken up.
- Aug. 29. West Haven. Mrs. Woodbridge stepped off moving car; slightly injured.
New Haven. Mrs. Dupchies stepped off moving car; face scratched.
Branford. Annie Carney stepped off moving car; slightly injured.
New Haven. Mrs. Kirby and Mr. Fitzgibbons knocked off running board by tree; slightly injured.
New Haven. Collision car and carriage; Morris Leadmann, driver; slightly injured.
New Haven. Jennie Anderson stepped off moving car; slightly injured.
New Haven. Boy named Sullivan jumped on moving car and fell; slightly injured.
New Haven. Intoxicated woman jumped off moving car; slightly hurt.
Waterbury. Michael Sheehy alighted from moving car; bruised and sprained.
- Aug. 30. New Haven. John Gilbrandy jumped from moving car and slightly injured.
New Haven. Mrs. Green stepped off moving car and slightly injured.
New Haven. Woman jumped off moving car; slightly injured.
New Haven. Boy named Carlson jumped off moving car; slightly hurt.
Hartford. Auto Hagg; car struck dump cart; driver thrown off; rib broken.
Hartford. Mrs. Casey stepped from moving car and fell; slightly injured.
New Britain. C. H. Irving stepped from moving car and fell; slightly injured.
Meriden. James Conlon jumped off moving car; slightly injured.
- Aug. 31. Morris Cove. M. Matthews knocked off car by tree; slightly hurt.
New Haven. Man slipped getting on car; fell and was slightly hurt.
Montville. Ceila Holzer jumped from moving car and was bruised.
- Sept. 1. New Haven. Man fell off moving car; slightly injured.
New Haven. Car struck person; Rosenthal slightly injured.
New Haven. Unknown man stepped off moving car; slightly injured.

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- Sept. 1. Hartford. Bernard J. Coughlan; bearing dropped on workman's head; head slightly hurt.
East Hartford. Brakeman on work car struck by regular car; leg bruised.
Windsor. Robt. Hamilton drove auto into car; leg broken.
Waterbury. Mr. Bloxsome attempted to board car while in motion; slightly injured.
Stratford. Motor burnt out; Margaret Ordner, girl, jumped from car.
- Sept. 2. New Haven. Mrs. H. A. Axyon stepped off moving car; slightly hurt.
Waterbury. John Phelan attempted to board moving car; slightly injured.
Bridgeport. Derailment; Michael Connor shaken up and bruised.
- Sept. 3. New Haven. Miss Hoffman stepped off moving car; slightly injured.
East Hartford. Nelson Barrett jumped from moving car and struck pole; slightly injured.
- Sept. 4. New Haven. Mrs. Overlands stepped off moving car; slightly injured.
New Haven. Mr. Toedt walked off moving car; slightly injured.
Hartford. M. C. Sullivan, workman; screw-driver slipped and cut eye.
New Britain. Unknown woman stepped from moving car and fell; arm injured.
Meriden. F. Terrell fell over suitcase in car; slightly injured.
- Sept. 5. New Haven. Mrs. Hamberger stepped off moving car; slightly hurt.
New Haven. Mrs. Mary Collins stepped off moving car; arm broken.
- Sept. 6. Hartford. Conductor Brisbois, collision of cars; leg slightly injured.
Hartford. Conductor Lynch fell from running board; wrist injured.
Hartford. E. T. Twining stepped from moving car and fell; head and hands cut.
Hartford. Pat'k Moran, intoxicated, walked in front of car and was struck; slightly injured.
Hartford. Unknown man, intoxicated, after alighting from car fell; slightly injured.
East Hartford. Rail fell on laborer's foot; foot slightly injured.
West Hartford. Martin Mostyn tried to board moving car and leg went under car wheel; leg crushed.
New Haven. At Savin Rock. Mrs. Dixon fell from car; slightly injured.
New Haven. Mrs. Henry stepped from moving car; slightly injured.
New Haven. Juda Alpert fell on fender; slightly injured.

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- Sept. 6. New Haven. Mrs. Pinkerton stepped off moving car; slightly hurt.
Branford. J. Leonard stepped off moving car; slightly injured.
New Haven. Collision car and team. Driver, T. Biringham; slightly injured.
New Haven. Miss Burrull stepped off moving car; slightly injured.
New Haven. Wm. Garacia stepped off moving car; slightly injured.
New Haven. John Paige stepped off moving car; slightly injured.
New Haven. Window broken; Mr. Pierce, passenger, face cut.
Waterbury. Mamie Ross alighted from moving car; slightly injured.
Derby. Mr. Sanford stepped from moving car and fell; wrist sprained!
Norwich. A. Taft jumped from moving car and was bruised.
Norwich. Unknown man jumped from moving car and was bruised.
Meriden. Wm. Wheller fell off car; slightly injured.
- Sept. 7. New Haven. Mrs. Molthrop stepped off moving car; slightly hurt.
New Haven. At Lighthouse Point. Mrs. Law fell on step of standing car; face cut and bruised.
New Haven. Mr. Jearmer jumped off moving car; slightly injured.
New Haven. Mrs. Heffernan stepped off moving car; slightly injured.
New Haven. Man fell through window, injuring passenger slightly.
Hartford. F. C. Coons, intoxicated man, fell from car seat to pavement; badly injured.
Hartford. Unknown woman stepped from moving car and fell; slightly injured.
Waterbury. B. Bodian, car struck team; internal injuries.
Waterbury. Chas. Albert, car struck team; face cut.
- Sept. 8. New Haven. J. R. Pantan struck by car as he jumped from moving car; slightly injured.
New Haven. M. Asher tried to board moving car; slightly injured.
Branford. A. Zunder jumped off moving car; slightly injured.
Pine Orchard. Collision of cars. S. Lewis and S. Verolo slightly injured.
Hartford. Mr. Clanzseen stepped from moving car and fell; slightly injured.
Hartford. Geo. Ebretts stepped from moving car and fell; hand cut.
Rockville. Alois Ecker put up hand to signal car and car struck hand; wrist broken.
North Woodbury. Mrs. Frank Tuttle, horse scared at car; lady thrown from team; injuries slight.
- Sept. 9. New Haven. Miss Dobbs fell from standing car; slightly injured.
Hartford. Michael Moore, intoxicated man, had trouble with

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- workman and in scuffling was thrown against car fender; head cut.
- Sept. 9. Waterbury. Helen Murphy while alighting from car injured elbow.
- Sept. 10. New Haven. Miss Crittenden fell from running board of moving car; slightly injured.
- New Haven. H. C. Butler stepped off moving car; slightly injured.
- New Haven. Chas. Bland jumped off moving car; slightly injured.
- New Haven. P. Parsian stepped off moving car; slightly injured.
- Hartford. Fuse blew out and Miss Cranshaw stepped from moving car and was badly hurt.
- Waterbury. James Curran attempted to board car; injuries slight.
- Waterbury. Jos. Heffernan alighted from moving car; slightly injured.
- Sept. 11. Savin Rock. Mr. Burkhardt fell boarding moving car; slightly injured.
- Hartford. John Sullivan, workman in Street Dept., holding plank which was struck by car; slightly injured.
- New London. Mr. Hobson jumped from moving car and bruised hand.
- Sept. 12. New Haven. J. Foley stepped off moving car; slightly injured.
- New Haven. H. Schurer received shock while on car; slightly injured.
- Hartford. Rachael Atchinson stepped from moving car and fell; head slightly cut.
- Hartford. Mrs. Mensen and daughter stepped from moving car; mother's side injured, daughter's face injured.
- Bridgeport. Unknown woman stepped from moving car; arm injured.
- Bridgeport. M. J. Buechler; collision, car and auto; arm injured.
- Meriden. John Sargeants stepped off moving car; slightly injured.
- Sept. 13. Woodmont. Collision, car and team. M. Brown and Harry Hagel slightly injured.
- New Haven. Mrs. M. Brady stepped off moving car; slightly injured.
- New Haven. Mrs. McGill stepped off moving car; slightly injured.
- Hartford. Max Mittelamen, workman, working with wrench; wrench slipped and finger slightly cut.
- Hartford. W. R. Ford, conductor, fell from car; cut and bruised.
- New London. Arthur Gorman jumped from moving car and was bruised.
- Sept. 14. New Haven. Ellen Snyder fell near car; slightly injured.
- Hartford. Unknown deaf and dumb man jumped from wagon directly in front of car and was struck; badly injured.
- Hartford. Frank Lielaire, workman, fell through trap in car into pit; head and side injured.

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- Sept. 14. Hartford. Anthony Salerno; car struck wagan; boy riding on same internally injured.
Plainville. Collision of cars: Mrs. Nellie Ames, face cut; Louis Ruebsamen, slightly injured; Russell B. Miller, slightly injured; William Barnes, slightly injured; Sarah H. Barnes, slightly injured; Sidney Hart, leg rather badly hurt.
Stamford. James Domenico; collision, car with wagon; leg bruised.
- Sept. 15. New Haven. Elizabeth Andrew stepped off moving car; slightly injured.
Morris Cove. Unknown woman stepped off moving car; face and hands scratched.
Hartford. Mr. Cooper; car struck team; driver slightly injured.
Cheshire. M. Higgins stepped off moving car; slightly injured.
Plainville. Lizzie Rockcliff stepped from moving car and fell; shaken up.
- Sept. 16. New Haven. Collision of cars. Two ladies slightly injured.
New Haven. Miss Granger stepped off moving car; slightly hurt.
Hartford. Small bone in workman's foot broken by iron bar turning over on same; Geo. Barthlein.
Oakville. Jos. Mill; collision of car and team; slight injury.
Waterbury. John Doyle jumped on moving car; bruised eye.
- Sept. 17. H. Simons struck by car; slightly injured.
New Haven. A. Ryan fell boarding moving car; slightly injured.
New Haven. Miss Monnella stepped off moving car and was slightly injured.
New Haven. Mr. Boski fell on running board and was slightly injured.
New Haven. E. Gerry struck by car and was slightly injured.
Woodmont. E. M. Gennung fell getting off moving car and was slightly injured.
Hartford. Motorman Hass, while raising side bar, struck bar in face.
Milford. Collision, car and team; C. W. Pratt shaken up and bruised.
- Sept. 18. New Haven. Mr. Newman jumped off moving car; slightly injured.
Morris Cove. T. G. Hastings stepped off moving car; slightly injured.
New Haven. Mr. Ellaro stepped off moving car and was slightly injured.
Waterbury. Julia Welch alighted from moving car; injuries slight.
New London. Miss Tyler ran into car and bruised face.
- Sept. 19. New Haven. Mrs. Koelher stepped off moving car; slightly injured.
New Haven. Mr. Delehanty stepped off moving car; slightly injured.
Hartford. Mrs. Catherine Leibler stepped from moving car and fell; slightly injured.

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- Sept. 19. Bloomfield Center. Wm. Brown stepped from moving car and fell; head injured.
Burnside. Wm. Howlett struck by car running board; leg injured.
- Sept. 20. New Haven. H. Raphard tried to board moving car; slightly injured.
New Haven. Mrs. Welch stepped off moving car; slightly injured.
Hartford. Car jumped track and struck Martin McGuire riding bicycle; injuries slight.
Hartford. Walter Moore stepped from moving car and fell; bone in hand broken.
Glastonbury. Morris Lynch, intoxicated, lying side of track, struck in head by side of passing car; fatally injured.
Milford. John Lane struck by car and killed.
- Sept. 21. Hartford. Thos. Murray stumbled over car fender as car was running slowly; knee injured.
- Sept. 22. New Haven. Unknown man stepped off moving car; slightly injured.
North Haven. Car took switch at full speed; passengers shaken up; Mrs. A. K. Smith, Miss Tolle, Mrs. Beard.
Rockville. Chas. J. Gerich; car started suddenly and threw conductor against window; hand cut.
- Sept. 23. New Haven. Collision, car and team. John Smart; side hurt.
New Haven. Mr. Angelo fell off moving car; slightly injured.
New Haven. Thomas Eagan tried to board moving car; slightly injured.
Hartford. Mary Jones stepped from moving car and fell; slightly injured.
Hartford. Man stepped from moving car, struck man in street and fell; slightly injured; Mr. Bray.
Waterbury. Louis Nickels attempted to board car; slightly injured.
- Sept. 24. Mrs. Smith slipped getting off car; slightly injured.
Hartford. Car struck heavy double truck team and passenger slightly injured by force of collision; hands; Jefferson.
Waterbury. A. Dawless attempted to board moving car; slightly injured.
Torrington. James Foley while intoxicated staggered in front of car; injuries proved fatal.
- Sept. 25. New Haven. Mrs. Winterfield jumped off moving car; slightly injured.
New Haven. Miss Baribault stepped off moving car; slightly injured.
New Haven. Mr. Dwyer stepped off moving car; slightly injured.
Waterbury. Lou Sullivan alighted from moving car; slightly injured.
Seymour. Car jumped track and ran into stone wall; Mrs. Mary Evans' ankle and wrist sprained.

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- Sept. 25. Milford. Collision of cars. J. R. Daynes shaken up and bruised.
- Sept. 26. New Haven. Frank Stroale ran into a car; slightly injured.
Hartford. Mrs. E. R. Felty stepped from moving car and fell; slightly injured.
- Sept. 27. New Haven. J. McMamara jumped off moving car; slightly injured.
New Haven. J. Henberg stepped off moving car; slightly injured.
New Haven. Mrs. Griffin struck by car and was fatally injured.
New Haven. H. M. Messenger fell in getting off moving car; slightly injured.
Bloomfield. James Bovard found lying side of track badly injured.
Hartford. J. Felix jumped from moving car and fell; slightly injured.
Meriden. Augusta Liegtke stepped off moving car; fatally injured.
- Sept. 28. New Haven. G. Anderson jumped off moving car; slightly injured.
Waterbury. James Coil alighted from moving car; slightly injured.
- Sept. 29. New Haven. Collision, car and team of Lampson Lumber Co.; driver slightly injured.
New Haven. Collision, car and auto. Three persons in auto were shaken up.
New Haven. Mrs. Seeldrick tried to board moving car and injured arm.
Hartford. Car struck team; John Tracy, driver, thrown off and slightly injured.
Hartford. Car struck Frank Clancy on bicycle; slightly bruised.
Norwich. Motorman H. Ladd badly shaken up by derailment of car.
Meriden. Frank Cribrose, employee; hand hurt.
- Sept. 30. Middletown. Dr. M. D. Murphy stepped from moving car and fell; shaken up.
- Oct. 1. Hartford. Mrs. Ziskin stepped from moving car and fell; slightly injured.
Waterbury. Fred Stone alighted from moving car; head injured.
- Oct. 2. New Haven. I. Speegal tried to board moving car; slightly injured.
Hartford. Mrs. Josie Bovins claims car started and threw her as she was alighting; leg broken. (Unable to locate crew that had accident.)
Wallingford. Robt. Cregg, fingers caught in window; slightly injured.
New Haven. Rear end collision of cars. T. Bassy, R. S. Miller, T. Basserman, Miss Coonan, Mr. Delaney, all slightly injured.
New Haven. Mrs. Craft stepped off moving car; slightly injured.

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- Oct. 2. Bridgeport. Collision, car and team. Jacob Holtz, driver, shaken up and bruised.
- Oct. 3. New Haven. Unknown man jumped off moving car; slightly injured.
Waterbury. Collision. Margaret Malone, nervous shock; Ella Malone, nervous shock; Augusta Johnson, nervous shock; Mrs. Augusta Johnson, spine injured.
- Oct. 4. New Haven. G. Farnum stepped off moving car; slightly injured.
Waterbury. Mrs. Lane fell while alighting from standing car; injuries slight.
Bridgeport. Catherine Seymour jumped from moving car; leg injured.
- Oct. 5. New Haven. C. H. Strenwell tried to board moving car; slightly hurt.
Waterbury. Hugh Graham attempted to board car while in motion; injuries slight.
Hartford. Mr. Boyle tried to board moving car and fell; slightly injured.
East Hartford. H. B. Brainard. Car hit team; driver's finger slightly injured.
- Oct. 6. New Haven. Arthur Lowe fell from moving car; slightly injured.
Waterbury. Chas. Gilmartin cut hand on door of car.
- Oct. 7. New Haven. Unknown girl walked into rear of car; slightly hurt.
New Haven. T. Farren stepped off moving car; slightly injured.
Hartford. Clarence Wickham tried to board moving car and fell; head cut.
Hartford. John Shanahan, man walking in street leading horse, struck by car; slightly injured.
Hartford. Geo. Pease, struck by car while crossing street; head injured.
Waterbury. Unknown attempted to board car while in motion; slightly injured.
Waterville. Grace Lodge, derailment; nervous shock.
- Oct. 8. New Haven. Geo. Kich tried to board moving car; slightly hurt.
West Haven. Collision of cars; Mike Cander slightly injured.
Hartford. Motor dropped and car went off track: J. J. Regan, hand cut; Thos. H. Sibon, head slightly injured; Mrs. M. Duffy, badly injured; Harry Manion, motorman, leg slightly injured and head cut.
East Hartford. Collision of cars. Arthur S. Gale, slightly hurt; Adella C. Daniels, slightly injured; Bertha Helgren, slightly injured; Mrs. R. H. Hassett, slightly injured; John D. Henderson, badly injured.
Hartford. Collision of cars: Edw. Cope, hand and nose bruised; Mr. Ames slightly injured.
Bridgeport. Collision car and team; Chas. Strant; arm injured.
New Britain. Auto, Natzke driving dump car struck by car; rather badly injured.

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- Oct. 8. Hartford. Harry Miner stealing ride jumped from moving car; slightly injured.
- Oct. 9. Hartford. Wm. Cheelwick on bicycle ran into car fender; face scratched.
Berlin. Miss Bertha Judd stepped from moving car and fell; knee slightly injured.
New Haven. Lighthouse Point. Collision of cars. F. D. Roberts, A. F. Williams, Michael Dunn, A. F. Trowberge, H Bertel all slightly injured.
- Oct. 10. Hartford. Tracey Severence, conductor, while changing signs was hit by car on other track; head cut.
Cheshire. John Bailey; collision, car and team; injuries slight.
Cheshire. Pat. Coleman; collision, car and team; injuries slight.
- Oct. 11. West Haven. At Savin Rock. Mrs. Starboy stepped off moving car; slightly injured.
New Haven. Harry Levitski ran into a car and was slightly injured.
East Hartford. John Cleaveland stepped from moving car and fell; slightly injured.
- Oct. 12. New Haven. Mrs. F. Sealbo jumped off moving car; slightly injured.
Hartford. Carl Ludren; car jumped track and threw man off who was riding on rear step; leg slightly injured.
Hartford. J. Connors jumped from moving car and fell; slightly injured.
Collision, car and auto; Emil Pfizer, driver, shaken up and bruised.
Waterbury. Adam Conway struck by plank while on running board; leg broken.
- Oct. 13. New Haven. Unknown man tried to board moving car; slight injuries.
Rockville. J. Mitchell while putting blocks under car wheel had thumb caught between block and wheel; thumb jammed.
- Oct. 14. New Haven. Car struck team; J. M. Welch and F. Bradley slightly hurt.
New Haven. Mr. O'Mara stepped off moving car; slightly injured.
Hartford. Mary Scanlon stepped off moving car and fell; slightly injured.
Waterbury. George Cockran; collision, car and team; injuries slight.
Plainfield. Chas. Smith fell from standing car; died later from injuries.
- Oct. 15. New Haven. L. Carter fell getting off moving car; slightly injured.
New Haven. Mr. Kelly of Wallingford jumped off moving car; slightly injured.
Bridgeport. Thomas Kiernan; guard rail fell; head injured.
- Oct. 16. West Haven. Collision of cars. M. J. Foley, James Corper slightly hurt.

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- Oct. 16. New Haven. Collision of cars. Mrs. E. D. Ashland, Mrs. N. C. Barclay, Miss E. Barnmen, Geo. E. Watson, P. G. Hudson slightly injured.
- Glastonbury. Jos. Pollard; car started as man was alighting and he was thrown; rib broken.
- Hartford. Miss Ethel M. Clare claims she was thrown by car starting as she was boarding same; slightly injured. (Unable to find crew that had accident.)
- Derby. Collision of cars in which the following were shaken up and bruised: John Hopp, John L. Aunders, Dora Wagner, Patrick Cavanaugh, Harry Warner, Bertie Dolan, Minie Keegan, George Smith, Umberto Berrito, Irene Ahern, Elizabeth Barclay, Helen B. Hubbell, Bessie Rappoport, Albert D. Crandel, Harriet E. Brooks, Mildred Brooks, Leverett Hinnan, Bridget Ryan, Julia Keegan, Isabell Mason, Victoria Hennessey, Mrs. F. Lyons, Della Buckley, Della Hubbell, Harry Rappoport, Mary Osborne.
- Hartford. William Crowley, passenger, stabbed in leg by Italian passenger; leg injured.
- Oct. 17. New Haven. Rachael Silverman stepped off moving car; slightly hurt.
- New Haven. Mrs. Sweeney stepped off moving car; slightly injured.
- West Haven. Mrs. E. Gladwin stepped off moving car; slightly injured.
- New Haven. Collision of cars, seventeen injured: Mr. and Mrs. G. Gianatte and seven children, Mr. and Mrs. S. Sarr, Mr. Johnson, Mr. Tyler, Mr. and Mrs. McManus, J. Hennessey, Marie Hamden.
- New Haven. H. S. Hellman stepped off moving car; slightly injured.
- Oct. 18. Middletown. Car struck wagon in which two men were riding; both fatally injured; Anton Lipfert and Flabius Graves.
- Rocky Hill. John Shipmaker stepped from moving car and fell; head slightly cut.
- New Haven. Unknown man dragged by car and slightly injured.
- Hartford. Piece of steel from bull point struck workman on finger; finger cut.
- Hartford. While moving rail, laborer caught finger; finger cut.
- Oct. 19. New Haven. E. Hubbell fell from moving car; slightly injured.
- Hartford. Little Louisa Crawford lying between double track with arm extended over rail, had arm run over by car; had left arm crushed.
- Waterbury. Mr. Van Bean attempted to board car; slightly injured.
- Oct. 20. New Haven. Ester Bohen stepped off moving car; slightly injured.
- Hartford. Michael King, workman, hit by rear fender as car swung around curve, wrist fractured.

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- Oct. 20. Hartford. Michael Salavatore, boy, claims to have been thrown by car starting as he was alighting; injuries unknown.
Hartford. Car struck wagon; Wm. Connors, driver, thrown off and slightly injured.
New London. Unknown man fell in boarding car; bruised arm.
- Oct. 21. Wethersfield. John L. Wells, deaf man, walking in track struck and killed by car.
Portland. Martin Flynn stepped from moving car and fell; hand slightly injured.
- Oct. 22. Windsor. T. H. McAuliffe struck by car fender; slightly injured.
Meriden. Wm. Doyle, collision car and team; driver slightly hurt.
- Oct. 23. New Haven. Unknown man tried to board moving car; slightly injured.
New Haven. P. Callahan tried to board moving car; slightly hurt.
Waterbury. Jennie Skinner, derailment; injury to knee.
- Oct. 24. Rockville. While repairing trolley, Harry Conally, retiriever workman had wrist fractured.
- Oct. 25. Waterbury. F. C. Clark. Car backing over switch point, pole came off cutting fingers; amputation at first joint (Employee).
Milford. Collision of cars. P. Nolan passenger, shoulder injured; P. Sullivan, motorman, killed.
- Oct. 26. New Haven. Mrs. E. M. Allen stepped off moving car; slightly injured.
Windsor. Collision of cars: Miss Alice G. Norcross, slightly injured; Edw. J. Sheriden, slightly injured; Geo. H. Teao, Jr., slightly injured; Ethel M. Viets, slightly injured; Mrs. Cole M. Viets, slightly injured; Fred. W. Griswold, slightly injured; Annie Clark, slightly injured; Mrs. F. J. Drake, slightly injured; Jos. A. Magnant, slightly injured; Albert Goldenbloom, slightly injured; Louise Brainerd, slightly injured; Agnes Cox, slightly injured; Wm. E. Oakes, slightly injured; Sarah S. Wrisley, slightly injured; Ellen H. Marcy, slightly injured; Mrs. Annie Dibble, slightly injured; Elsa T. Dickerson, slightly injured; Mrs. Anna G. Taylor, slightly injured; Thos. W. Crockett, slightly injured; Wm. H. Shaffer, slightly injured; Mrs. Sophia Woodcosky, slightly injured; Mrs. Ina J. Snow, slightly injured; Mrs. Emma A. Arnurius, slightly injured; Mrs. Grace I. Lampher, slightly injured; Mr. Chas. Loyd, slightly injured; Albert F. Brewer, slightly injured; Robt. Waller, slightly injured, motorman; Jos. E. Dunn, conductor; arm broken.
Hartford. Mrs. L. Carter, after alighting from car, had hold of handle, car started and she was thrown; slightly injured.
Hartford. Louis Lajoye, workman, while moving sawhorse fell; leg and shoulder injured.
Hartford. S. Christensen, driver of wagon, car struck same and his knee was injured.

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- Oct. 27. Hartford. Roy Wardell, conductor, riding as passenger, jumped from moving car and fell; small bone in wrist fractured.
- Oct. 28. New Haven. Collision of cars. F. Goldbaum and unknown lady slightly injured.
East Haven. Unknown man tried to get off moving car; slightly hurt.
Hartford. Unknown man tried to board moving car and fell; knee injured.
- Oct. 29. Hartford. Trolley pole struck and broke street light and flying glass struck Jos. Dobson's hand slightly.
Hartford. Workman's finger slightly cut unloading rail.
Norwalk. Collision car and team; unknown driver injured.
Meriden. Collision car and team; Wm. Slater, driver, slightly injured.
- Oct. 30. New Haven. Alfred Peure struck by car; slightly injured.
Windsor Center. While conductor was changing trolley, Mrs. Alfred House alighted from car in darkness and tripped over trolley rope; knee slightly injured.
Waterbury. Nellie Murphy alighted from moving car; injuries slight.
Waterbury. Helma Anderson jumped from car when controller blew out; nervous shock.
Waterbury. Rosa Johnson jumped from car on account of controller flashing; nervous shock.
Waterbury. Pat'k Goss jumped from car when controller flashed; nervous shock.
Waterbury. Geo. H. Freeman, jumped from car when controller flashed; nervous shock.
- Oct. 31. Hartford. D. Rosenberg stepped from moving car and fell; slightly injured.
Bridgeport. Pat'k Quinn struck by car; instantly killed.
- Nov. 1. West Haven. J. H. Bradley tried to board moving car; slightly hurt.
New Haven. Collision car and team; Mrs. E. M. Price slightly injured.
Branford. Mrs. Arbingier, jumped from moving car; slightly injured.
New Haven. Mrs. Ellen Matthews jumped from moving car; slightly injured.
Hartford. James Orepere stepped from moving car and fell; slightly injured.
Hartford. Geo. S. Godard claims to have been thrown by car starting as he was boarding same; leg badly injured. (Unable to locate crew that had accident.)
Derby. Collision car and team; Melville Yudkin back injured.
Stamford. Rear end collision; Mrs. Palmer back bruised and Mrs. E. Need, knee fractured.
- Nov. 2. West Haven. Mr. Perry tried to board moving car; slightly injured.

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- Nov. 2. New Haven. W. Williston jumped from moving car; slightly injured.
New Haven. Unknown woman jumped from moving car; slightly hurt.
Hartford. Car rounded curve at fast rate of speed; Mrs. Lacerviar, and Mrs. Possay were thrown from car, both slightly injured.
Hartford. Car struck express team and threw H. S. McGlory, driver, off; back badly injured.
Berlin. Car struck wagon; Dennis Carroll, driver, fatally injured.
Montville. Brakeman E. C. Worth fell from flat car and was bruised.
- Nov. 3. New Haven. Mrs. Burnstein stepped from moving car; slightly hurt.
Hartford. Car started just as Mrs. Karbs was boarding same and she was thrown; slightly injured.
Hartford. Chas. Thomas, workman, hand cut and bruised while he was working on motor.
- Nov. 4. Hartford. Man stepped from moving car and fell and his wife jumped after him and fell; both slightly injured. Mr. and Mrs. Steinhouse.
- Nov. 5. New Haven. F. J. Sullivan tried to board moving car; slightly injured.
Meriden. Henry Hackett stepped off moving car; slightly injured.
- Nov. 6. Hartford. Motorman Cooley putting in fuse in car had hand burned.
South Manchester. Mrs. James Loomis thrown by car starting as she was alighting; slightly injured.
Waterbury. Pat'k Halligan jumped from moving car; slightly hurt.
- Nov. 7. New Haven. Mrs. Nichols struck by car; arm broken.
New Haven. D. O'Sullivan stepped off moving car; slightly injured.
New Haven. J. Connor was slightly injured.
West Haven. Mrs. Ducherme thrown in car and was slightly hurt.
New Haven. A. Nomid stepped off moving car; slightly injured.
East Hartford. Mrs. M. P. Isensee stepped from moving car and fell; slightly injured.
- Nov. 8. Hartford. Jos. Fenn, boy stealing ride on car fell off; face scratched.
Hartford. Working man's finger cut by breaking concrete.
- Nov. 10. Centerville. John Sheiber and Mrs. Allen struck by car; slightly injured.
Norwich. P. Paredino fell under car and was killed.
- Nov. 11. New Haven. M. Chrismeyer struck by car; slightly injured.
New Haven. Mrs. Durry stepped from moving car; slightly injured.
New Haven. Mrs. Raichiel fell in the car; slightly injured.

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- Nov. 11. Hartford. Mr. Harrington stepped from moving car and fell; face and hands cut.
Waterbury. Harry Bernan attempted to alight from moving car; slightly injured.
Waterbury. Kelly fell off step of car moving slowly.
New London. John White stepped in front of car and was bruised.
- Nov. 13. New Haven. Mr. Parmelee tried to board moving car; hand cut.
New Haven. Unknown man struck by car; slightly injured.
New Haven. Geo. Reading jumped from moving car; slightly hurt.
New Haven. Henry Kohns jumped from moving car; slightly injured.
Hartford. C. C. Barber tried to board moving car and fell; leg slightly injured.
Hartford. Car started as John O'Connor —, and he was thrown; wrist sprained.
Hartford. Unknown woman stood up in car, and as car started she fell; face scratched.
Milford. Derailment; Conductor M. Gill's foot hurt.
Derby. John Cronin jumped from moving car and fell; fatally injured.
- Nov. 14. New Haven. At Lighthouse Point. Richard Murphy picked up by fender; slightly injured.
Hartford. Conductor started car as Miss Jane A. Brown was boarding same and she was thrown; slightly injured.
Hartford. Man stepped from moving car and fell; slightly injured.
- Nov. 15. New Haven. Mrs. McGrailey fell getting off moving car; slightly injured.
- Nov. 16. Norwich. J. Giuphups jumped from moving car and was bruised.
Montville. Italian stepped in front of car and was slightly bruised.
Derby. Collision, car and team; Jos. Banfi, sprained ankle.
- Nov. 17. New Haven. E. Restine fell against door and hurt head.
Rockville. John Egan, employee, while trying to close switch had thumb caught; thumb smashed.
Hartford. John McKay, workman for Loraine Steel Co., while welding track was struck on head by passing car; badly injured.
- Nov. 18. New Haven. J. Worthington tried to board moving car; slightly injured.
Hartford. Wm. Main, workman, finger cut while working on planer.
Westfield, Town of Middletown. Albert Marchelli walking track, struck and killed by car.
- Nov. 19. Wallingford. John Reilly struck by car; rib fractured.
- Nov. 20. Hartford. Turnpike Crossing, Berlin. Car struck auto and Mr. Jensen, driver, badly injured.
- Nov. 22. New Haven. Sis Mandle fell from moving car; slightly injured.

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- Nov. 22. New Haven. Officer McDermott fell boarding car; slightly hurt.
Hartford. Mrs. Bigels and child ran from one car in front of another; slightly injured.
Norwich. Italian jumped from moving car and was bruised.
Bridgeport. Collision, car and team; unknown driver injured.
Bridgeport. Premature starting of car, Rocco Mastrasso injured leg.
- Nov. 23. North Haven Crossing. Miss Roarke injured while getting off car; ankle injured.
New Haven. L. B. Fuller dragged by car; leg slightly injured.
Waterbury. H. W. Wells alighted from moving car and broke leg.
- Nov. 24. New Haven. Angelo Lombardi struck by car and fatally injured.
New Haven. Mrs. Adams fell getting off moving car; slightly injured.
Hartford. Car struck coal team and threw Driver Wm. Skinner off; shaken up.
- Nov. 25. New Haven. Unknown colored lady fell in car; slightly injured.
Hartford. Wm. Laun walked into side of car and was thrown; slightly injured.
Bridgeport. Collision, car and team. D. Fairchild Wheeler, general shaking up.
- Nov. 26. New Haven. Unknown person struck by car and fatally hurt.
New Haven. Unknown person fell boarding moving car; slightly injured.
New Haven. D. O'Donald fell boarding moving car; slightly injured.
Hartford. As car started, Mrs. Langfrey fell in car; slightly hurt.
- Nov. 27. West Haven. Lesly McArthur struck by car; arm injured.
Hartford. E. H. Warner jumped from moving car and fell; wrist injured.
Jewett City. W. G. Greenman jumped from moving car and bruised knee.
- Nov. 28. West Haven. Team struck side of car; Mr. and Mrs. Humphrey, occupants, slightly injured.
New Haven. A. L. Moran stepped off moving car; injured knee.
East Hartford. Car struck large obstruction on track, and Ray C. Stanton shaken up.
Hartford. Car hit auto and Mrs. Wallis, occupant, was slightly injured.
- Nov. 30. New Haven. Unknown person stepped off moving car; slightly hurt.
Hartford. Mrs. Peasley stepped from moving car; hip broken.
Waterbury. John Parain jumped off car while in motion; slightly injured.
- Dec. 1. Hartford. Mr. E. Rood stepped from moving car and fell; head badly injured.
South Manchester. Geo. Wardell, fooling with another boy ran directly front of car and was struck; ankle slightly hurt.

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- Dec. 1. Hartford. Car struck wagon and threw John Christensen off; slightly injured.
Waterbury. Thos. Carney fell while boarding moving car; slightly injured.
Waterbury. Mrs. W. S. Curtis fell while alighting from moving car; slightly injured.
- Dec. 2. New Haven. Unknown woman stepped off moving car; slightly injured.
East Hartford. Car struck dump cart and James O'Neil, driver, slightly injured.
New Britain. Car struck auto; W. E. Hines, driver, slightly injured.
Stamford. Collision of cars: E. Miner, slightly injured; W. B. Robinson, slightly injured; S. Potter, slightly injured; Mrs. E. McKeon, slightly injured; S. D. Searles, head bruised; Mrs. J. Collans, slight injuries; Miss K. Lippoth, slight injuries; H. McGuire, slight injuries; Fred Nelson, slight injuries; O. Talmadge, slight injuries; J. Worden, slight injuries; J. Sperry, slight injuries; H. Eagna, fell on head, body bruised; S. Britton, slight injuries; E. H. Crosby, slight injuries; I. D. Stevens, slight injuries; Miss Smith, slight injuries; Grace Austin, slight injuries; Ethel Randall, slight injuries; Alice Hoyt, slight injuries; Mrs. R. Hughes, slight injuries; Mrs. J. B. Johnson, slight injuries; W. Hirschberg, leg cut and body bruised; L. W. Hunt, body bruised; E. Dugan, slight injuries; Julia Slason, slight injuries; W. Taylor, slight injuries; H. A. Studwell, knee cut and head bruised; Grace Rollin, slight injuries; Harold Tom, slight injuries.
- Dec. 3. New Haven. Mrs. L. Phillips fell from moving car; slight injuries.
Meriden. William Seymour stepped off moving car; slightly injured.
- Dec. 4. New Haven. L. Barr stepped off moving car; slightly injured.
New Haven. F. Savage fell trying to board moving car; slightly injured.
- Dec. 5. New Haven. W. J. Webster fell boarding moving car; slightly hurt.
New Haven. Unknown man fell off moving car; slightly injured.
New Britain. As car rounded curve, Wm. H. Turner, boy, fell from rear platform; wrist and head injured.
Hartford. Hyman Steinman jumped from moving car and fell; slightly injured.
- Dec. 6. New Haven. Unknown man struck by car; slightly hurt.
New Haven. Mr. Ellech tried to board moving car; slightly hurt.
New Haven. John Hogan tried to board moving car; slightly injured.
New Haven. Mr. Belton fell boarding moving car; slightly hurt.
Norwich. Mrs. Perkins fell boarding car and was bruised.

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- Dec. 6. Bridgeport. Controller burnt out, motorman P. C. Thiabault; face burned.
- Dec. 7. New Haven. Mr. Lyons walked off moving car; head badly injured.
New Haven. Car struck man named Welch, fatally injured.
Hartford. M. Morrissey fell from moving car; head cut.
Bridgeport. Collision car and team; Doctor Richter, eyes injured.
- Dec. 9. New Haven. J. Rioldon jumped off moving car; slightly injured.
Mt. Carmel. Mr. Barnes stepped off moving car; slightly injured.
Hartford. Mrs. L. H. Seymour fell while boarding car at standstill; slightly injured.
- Dec. 10. New Haven. Unknown man fell off moving car; slightly injured.
New Haven. J. Dwyer fell off moving car; slightly injured.
New Haven. Unknown woman thrown from car; slightly injured.
Hartford. Car struck carriage, A. H. Loyden, driver, made very nervous from effects of accident.
Hartford. Car struck A. H. Rivers, deaf mute, who was crossing street; badly injured.
East Hartford. Glastonbury Line. Mrs. Mildred Cooley stepped from moving car and fell; badly injured.
Westport. Auto alleged to have run into stone left upon highway. Thadbus Beecher badly shaken up and bruised.
- Dec. 11. New Haven. Car struck unknown man; head injured.
Hartford. Martin Prentice stepped from moving car and fell; face cut.
East Hartford. Julius Jernoll struck by car; badly injured.
Cromwell. Thos Byrens tried to board moving car and fell; head injured.
- Dec. 12. New Haven. Hatty Simons struck by car; head injured.
Meriden. Collision car and motor cycle; Mr. Sutherland slightly injured.
- Dec. 13. West Haven. W. Smith fell off step; side injured.
New Haven. F. Smith jumped off moving car; slightly injured.
East Hartford. Car struck wagon and threw J. H. Dunn, driver off; slightly injured.
New London. A. Grippio jumped from moving car and was bruised.
Middletown. Gustaf Johnson walking track; struck and killed by car.
- Dec. 14. New Haven. Henry Werwiss stepped off moving car; slightly injured.
New Haven. Collision car and hack; Mrs. Wallace in back was slightly injured.
Hartford. Augustus A. Dean claims to have been thrown by car alighting; badly hurt. (Unable to locate crew that had accident.)
Waterbury. Thos. Carney, collision car and team, head cut and ankles sprained.
Waterbury. Morris Lane, collision car and team; head cut.

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- Dec. 14. Southington. Frank J. Collins, workman, killed by coming in contact with live wires.
Bridgeport. Collision car and team; unknown driver injured.
- Dec. 15. New Britain. Vincent Hayes, child, struck by line car; slightly injured.
- Dec. 16. New Haven. Unknown person tried to board moving car fell; slightly injured.
Stratford. Derailment. Mrs. Doolittle, Marian Doolittle shaken up and bruised.
- Dec. 17. Windsor. Dr. Fiske while alighting from car at standstill; slightly injured.
Wethersfield. Car started as John Mackintosh was alighting and he was thrown; slightly injured.
Waterbury. Rear end collision: Albert Schwancor, shoulder injured; Ida Latham, nervous shock; Florence Burnap, nervous shock; May Coser, nervous shock; May Hennessey, fractured her ankle; Joe Schgrue, shock; Michael Hogan, back hurt; E. Leonard, back hurt; Gertrude Lynch, shock; Jos. Debonis, nervous shock; Mary Miller, shock; H. Sturges, cut and bruised; T. Carroll, cut and bruised.
- Dec. 18. New Haven. Collision of cars; Mrs. Hughes injured.
Mechanicsville. Unknown man jumped from moving car and was bruised.
Bridgeport. Ed. Makara tried to board moving car; bruised and shaken up.
- Dec. 19. New Haven. Mr. Murray jumped off moving car; slightly injured.
- Dec. 20. Hamden. N. H. Bolduc struck by car; slightly injured.
Hartford. Mrs. Mary McGuinn was thrown as car started as she was boarding same; slightly injured.
- Dec. 21. New Haven. Boy named Liegman got off moving car; head injured.
New Haven. J. Fallon jumped off moving car; slightly injured.
East Hartford. Geo. Comeau, workman, while helping to unload rails, had finger caught between rails; finger badly cut.
- Dec. 22. New Haven. G. Tonanyone, finger smashed in door.
New Haven. C. Mehn walked off moving car; slightly injured.
Waterbury. Jos. Smokely fell in pit of car house; sprained ankle.
Hartford. Subest Ano jumped from moving car and fell; badly injured.
Wethersfield. Car struck wagon with hurdy-gurdy on same, girl riding on wagon, thrown off and slightly injured; Bernardo Masconi's daughter.
- Dec. 23. Waterbury. Chas. Wheeler, collision car and team; cut and bruised.
Hartford. Mike Prillo, employe, injured unloading rails at new car barn; head cut.
Bridgeport. Wagon caught in plate on drawbridge; Harry Crane, driver, thrown out and cut head.

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- Dec. 24. New Haven. Margaret Fieeney tried to board moving car; slightly injured.
New Haven. S. Bertine struck by car; slightly injured.
Hartford. Car struck wagon and threw Julius Cazela, driver, off; slight injuries.
Hartford. E. L. Kirkam tried to board moving car and fell; slightly injured.
Hartford. Wm. Murphy claimed sudden starting of car threw him and put shoulder out of joint. (Crew know nothing about it.)
- Dec. 25. New Haven. Mrs. Miller fell from car; slightly injured.
New Haven. R. G. Kristy jumped off moving car; slightly injured.
Hartford. Mrs. Frank Tatro stepped from moving car and fell; slightly injured.
East Hartford. Collision of cars. Louis Jacen, Wm. J. O'Connor, Thos. O'Connor, all slightly injured.
Norwich. John Dunion fell on board moving car and broke rib.
- Dec. 26. Seymour. Car became derailed and went down bank into pond of water; Motorman Fred Bread, killed; Conductor M. Donovan, killed; Mr. and Mrs. Madison and Miss Alvilda Peterson, shaken up and bruised.
- Dec. 27. Rockville. Geo. Batz stepped from moving car and fell; leg injured.
Norwich. Mrs. Wm. Grinell slipped from step and wrenched back.
- Dec. 28. New Haven. Mrs. H. Hoffman slightly injured while boarding car.
New Haven. Mrs. M. Merens slipped on step while leaving car; slightly injured.
South Manchester. Some passenger gave bell to start car, E. W. Farrell was boarding same as it was starting and he was thrown; leg injured.
Hartford. Wing Wong, chinaman, fell when conductor put him off car; slightly injured.
- Dec. 29. New Haven. Mrs. Reilly slipped while leaving car; slightly hurt.
- Dec. 30. Waterbury. Nelson Dingwell; collision, car and team; bruised and sprained.
Waterbury. J. P. Flynn while turning trolley fell; cut in head.
Bridgeport. Sam Katz injured on car; back injured.
- Dec. 31. Waterbury. Mrs. Burton Chapman, register dropped cutting her knee.
Norwich. Mrs. Welch stepped in front of car and head was bruised.
Norwich. G. F. Lewis was thrown from sled; shaken up.

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- Jan. 1. New Haven. Collision with team owned by Pasquale Cussina; driver injured.
New Haven. Unknown man, intoxicated, stepped off moving car; slightly injured.
New Haven. Unknown man stepped off moving car; slightly injured.

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- Jan. 1. East Hartford. Car struck wagon and threw Max Gipestein, driver, off; ribs injured.
Middletown. Passenger saw car was going to hit fire apparatus and jumped from moving car; ankle injured; Jacob Sehling.
- Jan. 2. New Haven. Unknown man attempted to board moving car and fell; slightly injured.
New Haven. Unknown man stepped off moving car; slightly injured.
- Jan. 3. Hartford. Mrs. John Pinches slipped and fell while alighting from car at standstill; leg broken.
- Jan. 4. New Haven. Seabury Howe, traveler on highway, struck by car; fatally injured.
Hartford. Car struck wagon, and driver walking side of wagon caught between car and wagon; leg badly bruised; John Hayes.
Bridgeport. Barnum Ave. car barn. Hans Iverson, employee, caught in shafting; fatally injured.
New Britain. Slight collision of cars; Motorman Wrinn slightly injured.
- Jan. 5. Branford. Collision of cars; Otto Helbig, Ellen Tyler Pratt, injured; August Johnson slightly injured.
New Haven. Unknown man fell on car; hand injured.
West Haven. Geo. Wilson stepped off moving car and fell; slightly injured.
New Haven. Unknown man fell running after car; leg bruised.
Hartford. Car struck sleigh, and Driver C. A. Dunn slightly injured.
Bridgeport. Collision, car and team; unknown driver injured.
New London. O. C. Beckwith stricken with heart disease and died on car.
- Jan. 6. New Haven. P. Hester ran after car and fell in street; face cut.
New Haven. Unknown boy stepped off moving car and fell; slightly injured.
New Haven. Collision of team owned by L. Omstead, Cheshire; wagon damaged and driver injured.
New Haven. Mr. Hasting pushed off car by another passenger; scalp wound.
- Jan. 7. Waterbury. Collision between two cars: Nellie Healey, shock; Annie Horan, shock; Margaret Flannagan, shock; Bertha Hoethke, hysterics and shock; Jennie Carroll, hysterics and shock; Henry Baker, injured shoulder; Adolph Walroden, injured his side.
East Hartford. After alighting from car, Mrs. James Martin slipped on ice and fell; leg broken.
- Jan. 8. New Haven. Collision of cars: W. C. Recel, Mr. Peck, Mr. Gilbert, injured.
Hartford. Wm. Bacharach crossed from behind one car in front of another, was struck and badly hurt.
Hartford. Car hit dump cart and threw Driver John Smith off; leg hurt.

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- Jan. 8. Taftsville. T. Leblanc slightly bruised in collision.
- Jan. 9. East Haven. Mrs. A. Chamberlain stepped off moving car and fell; slightly injured.
Hartford. Car hit buggy and threw Driver Harry Cramer out; hand slightly injured.
Berlin; opposite trotting park. Collision of cars: Nathan Gordon, slightly injured, T. U. Harris, slightly injured; W. G. Gibney, rather badly hurt.
- Jan. 10. New Haven. Unknown man, traveler on highway, struck by car; bruised about head.
- Jan. 12. West Haven. Collision with team; John Franklin, head cut.
Waterbury. Mrs. James Sincaster; collision between team and standing car; ulcer in breast. Claimed injury to spine and nervous shock.
Derby. Collision, car and team; H. Schuessler, driver, cut on nose and forehead.
Stamford. Ruth Vale struck by car; face cut.
- Jan. 13. New Haven. John Ranstrong, traveler on highway, struck by car and was slightly bruised.
Waterbury. Algot Grabriel, while working on planer in repair shop, cut head and face.
- Jan. 14. Hartford. Ralph Carbow tried to board moving car and fell; slightly injured.
- Jan. 15. New Haven. Unknown man, intoxicated, fell off moving car; slightly injured.
New Haven. Unknown man stepped off moving car and fell; slightly injured.
- Jan. 17. New Haven. Unknown man stepped off moving car and fell; slightly injured.
New Haven. Colored man, traveler on highway, struck by car; cut about the head.
Meriden. James Petrillo, struck by car; cut about head.
- Jan. 18. New Haven. Collision of cars: Mrs. G. Redmond, slightly injured; J. Dolley, slightly injured; Mrs. Bolus, slightly injured; A. Tabian, slightly injured; T. Wilson, slightly injured.
New Haven. Collision with hack; Mrs. Lambert and Cecil Lambert slightly injured; driver injured.
Branford. At Pine Orchard. Head on collision between passenger car and trolley express car. Motorman Baker on passenger car fatally injured; J. Medlyn, M. Hall, and Mrs. Perry injured slightly.
New Haven. Collision with team; wagon damaged, and J. Johnson, driver, head bruised.
New Haven. Unknown man stepped off moving car and fell; coat torn.
West Haven. Henry Scheiver stepped off moving car and fell; slightly injured.

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- Jan. 18. Newington. Passenger fell against car window, and piece of flying glass struck Nicholas M. Cohen, another passenger, in eye; eye slightly injured.
- Jan. 19. New Haven. Unknown man attempted to board moving car; slightly injured.
- West Haven. Collision of cars: Dr. Bergman, Mrs. Dickenan and daughter, Mrs. Herlow, Mr. Peine, all slightly hurt.
- New Haven. Glass and frame fell on Mr. Broadbent; slight bruise on head.
- New Haven. Collision of cars: H. E. Ellis, F. W. Lawless, C. F. Hyde, Officer Stowell, C. B. Mack, R. T. Gebhart, J. H. Kelly, W. Smith, B. Kennedy, E. Pelsner, E. McCann, G. Beulad, and W. A. Barker, all slightly injured.
- New Haven. Mrs. J. Patten stepped off moving car and fell; ankle slightly injured.
- Stratford. Collision of cars: Mrs. H. T. Porter and Mrs. Mary Donnong badly shaken up and bruised.
- New Britain. Car was started as Mrs. Woodhouse was alighting and she was thrown; slightly injured.
- Jan. 20. Waterbury. Wm. Knapp, conductor, changing trolley pole, reel fell and hit his shoulder.
- Hartford. Unknown intoxicated man went to board car, slipped and fell; head struck against car step, head cut.
- East Hartford. Mrs. C. O. Turner tried to board moving car and fell; slightly injured.
- Hartford. Mrs. Dora Village fell while boarding car at standstill and cut head.
- Stamford. Derailment: Fred Dasknan, body bruised; Fred Ritz, slightly injured; Fred Dubee, slightly injured; P. Certlizzo, leg cut and bruised; P. Reedy, body bruised; H. Eagan, leg and shoulder cut and bruised; Conductor C. C. Sweet, badly bruised, hand cut.
- Willimantic. Brakeman James Taylor fell from flat car and was bruised.
- Jan. 21. Hartford. Alice Goodyear claimed car started while she was boarding same; shoulder dislocated. (Unable to locate crew that had accident.)
- Jan. 22. East Haven. Irving Law stepped off moving car and fell; slightly injured.
- Waterbury. Mary Dooly ran in front of moving car; bruised.
- Waterbury. O. J. Berminger; collision, car and team; sprained his ankle.
- Waterbury. Derailment; Mrs. P. J. Reardon, nervous shock.
- New London. Mrs. Murphy and Potter fell from car and were bruised.
- Jan. 23. New Haven. Mr. Hale stepped off moving car and fell; slightly injured.
- Jan. 24. New Haven. Wm. Alcorn stepped off moving car and fell; slightly scratched.

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- Jan. 24. Hartford. Hans Cook, employee, while unloading car wheels, wheels fell on toe; toe injured.
Norwich. Horse frightened by car and ran away, throwing out and bruising F. S. Robbins.
New London. Car collided with team, bruising Marvin Beebe.
Hartford. Motor took fire, and ladies were frightened and fell in trying to get out of car; Mrs. Louisa Brainard, slightly injured; Mrs. Ellen Collins, slightly injured.
- Jan. 26. New Haven. Rebecca Levey fell while boarding a car; clothes soiled.
New Haven. Wm. Brown, employee, pole fell and rolled over his body; badly bruised about body and fell.
Hartford. Car struck wagon, and Geo. Cook, driver, slightly injured.
Manchester. Mr. A. Palms walking track was struck by car; head cut.
Meriden. Car struck team, and three persons in team slightly injured: Martin A. and Anna Miller, husband and wife; Herman Lobardy.
- Jan. 27. Waterbury. Obernier; collision, car and team; cut and bruised.
Waterbury. Wm. Vellikes; collision, car and team; injuries slight.
Hartford. In trying to put trespasser out of car barn, Foreman R. C. Nilpimore cut his hands; slightly cut.
- Jan. 28. Rockville. Car struck auto, and three people in it were thrown out: Mr. Robt. C. Tuttle, fatally injured; Mrs. Robt. C. Tuttle, very badly injured; H. Lewis Wirs, slightly injured.
Meriden. Collision, car and team; horse killed and Driver J. Rouse slightly injured about the head.
- Jan. 29. New Haven. James Lawlor, fell on car floor; slightly injured.
- Jan. 31. New Haven. James Moohan attempted to board moving car and fell; slightly injured.
Hartford. Vernon St. car barn. Workman stepped on nail in shop; foot slightly injured.
Middletown. Mrs. Buell's child thrown by conductor starting car as child was alighting; slightly injured.
- Feb. 1. New Haven. Alice Koskoff, traveler on highway, ran into side of car; slightly injured.
New Haven. Hugo Elpasa stepped off moving car and fell; slightly injured.
Glastonbury. Man jumped from moving car and fell; slightly injured. Milton S. Tracey.
- Feb. 2. New Haven. Unknown man attempted to board moving car and fell; slightly bruised.
- Feb. 3. New Haven. Mrs. McNamara stepped off moving car and fell; slightly injured.
New Haven. Unknown lady fell on side of car; slightly injured.
Hartford. Collision of cars: Marie J. Gienier, slightly injured; Fred E. Brooks, slightly injured; Mrs. Elizabeth B. Cavens,

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- Feb. 3. slightly injured; Harriette L. Kenyon, slightly injured; Wm. F. Dawley, slightly injured; Edw. A. White, slightly injured; Chas. J. Quinn, slightly injured; Geo. A. Needham, slightly injured; Mrs. F. S. Cushman, badly injured; Miss Mabel Tracey, knee badly injured; Chas. Andrews, motorman, slightly injured.
- Feb. 4. New Haven. Unknown person attempted to board moving car and fell; slightly injured.
 New Haven. H. H. Reed, traveler on highway riding motor cycle, ran into car that was stopped; slightly injured.
 New Haven. Collision with C. W. Blakesley's team; driver McGee slightly injured.
 Bridgeport. Register fell and struck Conductor Wasson; arm injured.
 New Britain. Geo. Mayo, lineman, fell from pole; bruised.
 Norwich. S. Mehan jumped from moving car; bruised hand.
- Feb. 5. New Haven. Unknown man attempted to board moving car and fell; slightly injured.
 New Haven. E. Pike stepped off moving car and fell; slightly injured.
- Feb. 6. New Haven. Wm. Matthews attempted to board moving car and fell; slightly injured.
 Middletown. Unknown man stepped from moving car and fell; slightly injured.
 Rockville. Michael O'Connell, Thos. O'Connell stepped from moving car and sprained ankle.
- Feb. 7. New Haven. M. Sorocco, employee, tie fell on his foot; foot badly bruised.
 Hartford. Mr. Diana stepped from moving car and fell; slightly injured.
 Hartford. Guazza Cunnia, woman, stepped from moving car and fell; slightly injured.
 East Hartford. John Keller after alighting from car; cut his head badly; intoxicated.
- Feb. 8. New Haven. Jacob Polechuck stepped off moving car and fell; bruised about head and body.
 New Haven. Mr. Arthur Dean slipped on ice and fell in street after stepping from moving car; slightly bruised.
 Waterbury. Conductor Bogie while working in snow plow slipped on ice breaking four ribs.
- Feb. 9. New Haven. Dr. Herbert attempted to board moving car and fell; slightly injured.
 New Haven. Dr. Cheny attempted to board moving car and fell; slightly injured.
 New Haven. Morris Sullivan, employee, foot injured by falling railway tie.
- Feb. 10. New Haven. Unknown man attempted to board moving car and fell; slightly injured.

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- Feb. 10. New Haven. Unknown person stepped off moving car and fell; slightly injured.
New Haven. Wm. Nichels attempted to board moving car and fell; slightly injured.
New Haven. Collision of cars; Mrs. Williams, Mrs. Eno, Mrs. Coffey and child, Mrs. Austin all slightly injured.
- Feb. 11. New Haven. Unknown woman fell on car floor; slightly injured.
Hartford. While lowering tower wagon, crank slipped and struck workman, Fred Rittstig on forehead, cutting same slightly.
Willimantic. Car collided with hack bruising J. Davis, driver.
- Feb. 12. New Haven. Mrs. Lucy Dwyer slipped on ice, icy car step, and fell; ankle sprained.
Hartford. Car struck pair of wheels that workman, Owen McClusker was pushing out of way and wheels hit him; foot bruised.
Meriden. Unknown Polander struck by car and bruised about body.
- Feb. 15. Hartford. C. F. Scholl stepped from car and fell; shoulders slightly injured.
- Feb. 16. Hartford. Wm. F. Clarke jumped from moving car and fell; slightly injured.
Stamford. Collision car with wagon; E. Freeman, leg bruised.
- Feb. 17. New Haven. Mr. Spade stepped off moving car and fell; slightly injured.
- Feb. 18. New Haven. Collision of cars; Wm. Beecher, B. Thompson, slightly injured.
Waterbury. Wm. Hughes; collision, car and team; concussion of brain and sprains.
- Feb. 19. New Haven. Mr. Harrison attempted to board moving car and fell; cut about face.
New Haven. Unknown man attempted to board moving car; slightly injured.
New Haven. Unknown man attempted to board moving car and fell; slightly injured.
Waterbury. J. J. Welch tried to board moving car; bruises and sprains.
- Feb. 20. East Hartford. Free R. Hooker, boy, fell from rear platform of car; slightly injured.
Occum. T. Gilleau thrown from moving car and bruised.
- Feb. 21. New Haven. Mrs. B. Boty, traveler on highway, struck by car; bruised about body.
Hartford. Car ran off track and struck pole; Mrs. J. D. Stoughton, back hurt.
Middletown. E. K. Hubbard, riding horseback, claims that car hit his foot and slightly injured same. Motorman says not.
- Feb. 22. Derby. Motor caught fire; Agnes O'Donald, foot burnt.
- Feb. 23. New Haven. Fred Lutz attempted to board moving car and fell; slightly injured.

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- Feb. 23. Bridgeport. Collision, car and team; T. Hennghan, driver, shaken up and bruised.
Hartford. As car started, Conductor Frank O'Donald fell against window and cut his face.
- Feb. 24. North Manchester. Two cars scraped while passing on switch: James Healy, slightly injured; A. F. Tiltan, slightly injured; M. J. Hafey, slightly injured; James Daley, slightly injured.
- Feb. 25. New Haven. Collision with car owned by Mr. Stevens; Emma Stevens, bruised about body and thumb fractured; Harry Stevens, slightly injured.
- Feb. 26. New Haven. Car derailed; Louis Winder, slightly bruised; C. C. Carr, arm bruised; Mrs. Ellis, J. Blatchley, and three unknown passengers, shaken up.
Bridgeport. Collision, car and team; Driver Chas. Gouch injured hand.
Waterbury. P. Coughlin; collision between car and team; back injured.
- Feb. 27. Fairfield. Collision, car and team; Clifford Wells, driver, shaken up and bruised.
New Britain. Mrs. Hayes stepped from moving car and fell; slightly injured.
- Feb. 28. New Haven. Edw. Stankhard, boy, traveler on highway, struck by car; badly bruised and cut about head.
New Haven. M. Whalen stepped off moving car and fell; slightly hurt.
- Mar. 1. New Haven. Unknown man attempted to board moving car and fell; slightly injured.
New Haven. Collision with wagon driven by Mr. Olinsky; driver injured slightly.
Hartford. Lady fell after alighting from car; slightly injured.
Bridgeport. Premature starting of car; Mrs. George Howe, side injured.
Bridgeport. Unknown woman injured while boarding car.
Stamford. Mrs. Murphy thrown as car started; face cut.
- Mar. 2. Hartford. Car ran off track and Mrs. M. C. Duffy, passenger, had her spine hurt.
Hartford. Car struck wagon and threw Driver Nicholas Gallo out, and he was slightly injured.
Waterville. Gordon Callahan struck by car while playing near track.
- Mar. 3. Bridgeport. Collision, car and team; G. C. Spencer, arm hurt.
Norwich. Car struck D. Pedace, slightly bruising head.
- Mar. 4. Stratford. Chas. Wells stepped in front of car and was struck; fatally injured.
- Mar. 5. New Haven. Alice Wulle, child, traveler on highway, struck by car and was bruised about the body.
East Hartford. Michael Hyland fell from moving car; face scratched.
Norwich. D. Connell bruised in boarding moving car.

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- Mar. 6. East Hartford. Collision of cars; Mrs. G. Dailey, back injured. Cromwell. Mr. P. D. Donovan jumped from moving car and fell; slightly injured.
- Mar. 7. Bloomfield. Car jumped track; R. C. Reegan, slightly injured; John Brenan, slightly injured.
Bridgeport. Collision, car and team; Morris Lyons, collar bone broken.
Derby. Derailment; Chas. Beam, face scratched.
Plainville. James Pompia, boy, ran in front of car and was struck; slightly injured.
- Mar. 9. New Haven. Unknown lady stepped off moving car and fell; slightly injured.
- Mar. 10. New Haven. S. Toth stepped off moving car and fell; cut about face.
Hartford. Car started as Mrs. A. L. Perkins was on car step and she was thrown against car platform; leg slightly injured.
- Mar. 11. New Haven. Mr. Glade stepped off moving car and fell; slightly injured.
Stratford. Collision of car and team; Henry Blake, driver, leg injured.
Bridgeport. Motors burnt out and two passengers jumped from car and fell; slightly injured.
- Mar. 12. New Haven. Mr. Bernstein stepped off moving car and fell; slightly injured.
New Haven. Unknown person tried to board moving car and fell; slightly injured.
New Haven. Mrs. Cranga stepped off moving car and fell; arm fractured.
Hartford. J. M. Whalen stepped from moving car and fell; head cut.
- Mar. 13. New Haven. Unknown man stepped from moving car and fell; slightly injured.
Waterbury. A. Ascott stepped from moving car; face and hands cut.
- Mar. 14. New Haven. Patrick Henderson stepped off moving car and fell; cut about face.
Hartford. August Segrin struck in leg by car fender; slightly injured.
Hartford. Unknown man jumped from moving car and fell; slightly injured.
Meriden. Mr. Homan stepped off moving car and fell; leg bruised.
- Mar. 16. Hartford. While repairing frog center, Wm. E. Winks, employee of Lorain Steel Co., had piece of steel fall in his eye; badly injured.
Middletown. Mr. Lambher stepped from moving car and fell; slightly injured.
- Mar. 17. New Haven. Unknown man stepped off moving car and fell; slightly injured.
New Haven. J. Ford stepped off moving car and fell; slightly injured.

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- Mar. 17. New Haven Frank Ondrasa stepped off moving car and fell; slightly injured.
Waterville. Unknown intoxicated man fell from moving car; two bruises on face.
- Mar. 18. New Haven. Collision of cars; four unknown slightly injured.
New Haven. Mrs. Farnsworth stepped off car and was struck by passing team; slightly injured.
Hartford. H. M. Teller walked in front of car and was struck; leg broken.
Waterbury. E. L. Hibbard struck by car; ankle sprained.
- Mar. 19. New Haven. Miss Marooney, child, traveler on highway, struck by car; slightly bruised.
- Mar. 20. New Haven. G. Terranover stepped off moving car and fell; slightly injured.
New Haven. Unknown man attempted to board moving car and fell; slightly injured.
Milford. Derailment of car: Mr. and Mrs. Chadbourne, Mrs. Johnson and son, Michael Vinpesman, M. Perkins, Mr. Levine, Mr. Alderman, and Mr. Chapman, all badly injured.
New Haven. Boy named Cohen stealing ride on front step of car fell off while car was in motion; cut about head.
Hartford. Miss Lund slipped and fell while boarding car at standstill; slightly injured.
Hartford. Mrs. Arnold slipped and fell while boarding car at standstill; slightly injured.
Hartford. New Britain Ave., at Dead Man's Curve. Floyd Therwella, a boy, ran from behind one car directly in front of another and was struck; fatally injured.
- Mar. 21. Bridgeport. Derailment. Catherine Owen shaken up and bruised.
- Mar. 22. New Britain. Bernard Herrick fell while alighting from car at standstill; slightly injured.
- Mar. 23. East Hartford. Carmine Moroke stepped from moving car and fell; head injured.
Meriden. Edw. Edwards stepped off moving car; head cut.
Hartford. Jos. Baptism, workman, while taking rail out of car, caught finger between rail and car; finger smashed.
- Mar. 24. New Haven. Collision with New Haven Gas Co. team; driver badly bruised about back.
New Haven. Unknown woman, traveler on highway, struck by car and was slightly injured.
- Mar. 25. East Hartford. Bessie Chamberlain, child, struck by car; slightly injured.
New Haven. Unknown man attempted to board moving car and fell; slightly injured.
New Haven. M. Gibbons attempted to board moving car and fell; knee slightly bruised and pants torn.
New Haven. Unknown man stepped off moving car and fell; slightly injured.

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- Mar. 25. East Hartford. Jean Millet, child, crossed in front of car and was struck; leg injured.
East Hartford. E. J. Hunter struck by car; slightly injured.
Hartford. Wire fell and motorman W. B. Johnson in trying to move same had his eyes burned by flash.
- Mar. 26. New Haven. Jos. Demopto stepped off moving car and fell; slightly injured.
New Haven. Unknown man stepped off moving car and fell; slightly injured.
New Haven. John Marconi stepped off moving car and was slightly injured.
New Haven. T. H. Thompson attempted to board moving car and fell; slightly injured.
East Hartford. Michael Kassion fell from moving car and was slightly injured.
Derby. Collision between large stone and car, stone rolled down into track; Frank Wesolowski, injured; Wm. Healy, injured; Linnie Whitley, injured; Richard Foeck, injured; Geo. E. Gorman, injured; Louisa Brandow, injured; Wm. Cavannaugh, injured; Myrtle Butler, injured; Ida M. Johnson, injured; Tony Klemas, injured.
Bridgeport. Jos. Connelly, boy, ran in front of car and was knocked down; face cut.
Bridgeport. Collision car and team; Peter Mahr, knee injured.
New London. Man jumped from moving car and was bruised.
- Mar. 27. New Haven. Man, traveler on highway, riding bicycle, struck by car and was slightly injured.
New Haven. Unknown woman stepped off moving car and fell; slightly injured.
New Britain. Mrs. Price stepped from moving car and fell; arm badly injured.
- Mar. 28. New Haven. C. Blockhouse stepped off moving car and fell; slightly injured.
Hartford. Mrs. Magesen stepped from moving car; slightly injured.
Waterbury. Mrs. A. Stanulis jumped from moving car on account of controller fire; miscarriage.
Waterbury. Lula Van Beuner jumped from moving car on account of controller fire; nervous shock.
- Mar. 29. New Haven. H. Anderson stepped off moving car and fell; slightly injured.
New Haven. Controller took fire, Luigi Ursini jumped from car; bruised about body.
New London. Miss E. A. Mason jumped from moving car and was bruised.
- Mar. 30. New Haven. J. Jaffey, boy traveler on highway, struck by car and was cut about face.
New Haven. Unknown man stepped off moving car and fell; slightly injured.

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- Mar. 30. Hartford. Crew says two teams collided near car and lady was thrown out and arm injured. Lady says car struck team and threw her out. Mrs. Nettie Greenberg.
Hartford. Car struck Donoghue, boy; leg slightly injured.
- Mar. 31. New Haven. Mrs. O'Brien fell after alighting from car; leg bruised.
New Haven. H. Herman stepped off moving car and fell; slightly injured.
New Haven. Unknown person attempted to board moving car and fell; slightly injured.
East Hartford. Mrs. Grady fell in car as car stopped suddenly; slightly injured.
Union City. E. C. Twitchell jumped from moving car; cut and bruised.
- Apr. 1. New Haven. Mrs. McCormack and boy, travelers on highway, fell in front of car; slightly injured.
New Haven. Unknown traveler on highway, riding bicycle, ran into side of car; slightly injured.
Hartford. Workman hit chisel a glancing blow and hammer struck August Baeder, workman, who was holding chisel; face injured.
Windsor. Mr. Warrington stepped from moving car and fell; slightly injured.
Hartford. Louis Bohen stepped from moving car and fell; face and hands bruised.
Waterbury. Arthur Nichals struck by car; head bruised and cut.
Waterbury. Alice Trey jumped from moving car; head cut and other bruises.
- Apr. 2. Hartford. Collision of cars; Wm. H. McCrossen, wrist injured.
- Apr. 3. New Haven. Unknown man intoxicated fell in street after leaving car; cut about face.
West Haven. At Savin Rock, Harry Deangles stepped off moving car and fell; hands cut.
Milford. Mrs. A. L. Brown injured ankle alighting from car.
Milford. Amelia Boyle shaken up and bruised in collision of cars.
- Apr. 4. Waterbury. J. Painman struck by brake handle while at work in car house.
Hartford. Miss Augusta Peterson stepped from moving car and fell; cut head.
- Apr. 5. Wethersfield. Car struck team and threw John Jensen, driver, off; rib broken.
- Apr. 6. East Hartford. Car struck wagon and threw Jacob Greenbury, driver, off; leg badly injured and head injured.
- Apr. 7. Hartford. Mr. Lutwack stepped from moving car and fell; internally injured.
- Apr. 8. New Haven. Unknown lady stepped off moving car and fell; slightly injured.
Hartford. Chas. Saunders stepped from moving car and fell; slightly injured.

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- Apr. 9. New Haven. F. Denlar fell after leaving car; slightly injured.
New Haven. T. Marcerelli stepped off moving car and fell; slightly injured.
New Haven. W. E. Quirk attempted to board moving car and fell; slightly injured.
Waterbury. P. Mallory, intoxicated, struck by car; cut and bruised.
- Apr. 10. New Haven. Unknown man stepped off moving car and fell; slightly injured.
New Haven. Unknown man stepped off moving car and fell; slightly injured.
Waterbury. P. Dunn jumped from moving car; face and hands cut and bruised.
- Apr. 11. Willimantic. J. Brassill jumped from moving car and was bruised.
- Apr. 12. New Haven. Unknown person attempted to board moving car and fell; slightly injured.
New Haven. Unknown person fell on car floor; knee bruised.
New Haven. Unknown woman attempted to board moving car and fell; slightly injured.
Hartford. M. Foley, intoxicated man, tried to board moving car and fell; slightly injured.
Hartford. Car struck team and threw Driver T. J. Mahoney off; slightly injured.
East Hartford. Chas. F. Collin jumped from moving car and fell; knee slightly injured.
- Apr. 13. New Haven. W. E. Bailey attempted to board moving car and fell; slightly injured.
New Haven. Conductor Conway, employee, struck by passing car; badly bruised.
- Apr. 14. New Haven. Rose Trackoff stepped off moving car and fell; slightly injured.
New Haven. Chas. Knight stepped off moving car and fell; slightly injured.
New Haven. Anton Swerbstzky stepped off moving car and fell; cut over left eye.
- Apr. 15. New Haven. Ray Haywood struck by tree while attempting to board moving car; bruised about body.
Hartford. Vernon Street barn. Stanley Smith while turning nut on car wrench, slipped and cut finger slightly.
- Apr. 16. Allingtontown. Unknown man with baby in his arms stepped off moving car and fell; slightly injured.
New Haven. Andrew Norston stepped off moving car and fell; slight cut on shoulder.
New Haven. H. A. Warfield fell against vestibule window; cut on shoulder.
New Haven. Mr. Kennedy attempted to board moving car and fell; head bruised.
New Haven. Samuel Graves attempted to board moving car and fell; slightly injured.

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- Apr. 16. South Windsor. Tony Blewe jumped from moving car and fell; slightly injured.
Hartford. Car started as Mrs. Mary Everetts was boarding same and she was thrown; slightly injured.
Hartford. Car started as unknown woman was boarding same; slightly injured.
Hartford. Morris J. Foley tried to board moving car and fell; head rather badly injured.
Waterbury. A. Perawzini stepped from moving car; back of head cut.
- Apr. 17. Hartford. Car swung around curve, rear end knocked car starter John Madden, down and slightly injured him.
Waterbury. S. Duroches struck by car and sprained ankle.
Waterbury. J. Schultz claimed to have been cut by car; leg broken.
Meriden. Frank Stock stepped off moving car and was slightly bruised.
- Apr. 18. Windsor. Car struck team, and threw Driver Frank Marks out; slightly injured.
Waterbury. J. LaClaire fell while at work at car house; shaken up and bruised.
Plantsville. Mrs. W. Ward stepped off moving car and cut head.
- Apr. 19. New Haven. Tony Spoli stepped off moving car and fell; wrist sprained.
New Haven. Walter Stowe, traveler on highway on bicycle, ran into rear step of car; slightly injured.
Norwich. O. Larkham jumped from moving car and was bruised.
- Apr. 20. Unknown man attempted to board moving car and fell; cut about head.
Hartford. Vernon Street yard. While lifting a pair of wheels with hook, hook slipped and struck workman, Hugh Connors on leg and bruised same.
- Apr. 21. New Haven. Unknown man stepped off moving car and fell; slightly injured.
Hartford. Car struck wagon and threw Driver Max Wolf out; head cut.
- Apr. 22. Waterbury. Head on collision: James D. Johnson, face bruised and shock; M. Pallatas, wrist sprained; G. Gessop, back sprained, and shock; C. D. Judd, back sprained, bruised and cut; P. Atwood, face cut.
- Apr. 23. New Haven. Unknown child, three years old, traveler on highway, struck by car; bruised about body.
New Haven. L. J. Harb attempted to board moving car and fell; slightly injured.
Newington. Geo. Unwin walking track, struck running board; back injured.
- Apr. 24. New Haven. Unknown girl stepped off moving car and fell; slightly injured.
New Haven. Mrs. Mary Collins fell on car floor; head bruised.

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- Apr. 25. New Haven. Unknown man stepped off moving car and fell; slightly injured.
- Apr. 26. Hartford. Car jumped track and ran into sidewalk: R. H. House, slightly injured; Herman Spiezel, slightly injured; C. A. Sherman, slightly injured; Mrs. N. J. Connors, slightly injured.
- Taftville. M. Vallet lying on track and killed by car.
- Stamford. Pearl Muench struck by car; badly bruised and cut.
- Apr. 27. New Haven. Mr. MacCliffer attempted to board moving car and fell; slightly injured.
- Montville. Mrs. Wilcox bruised by derailment of car.
- Norwich. Trackman M. Connell bruised by rail falling.
- Bridgeport. Collision, car and team; Driver Oliver W. Wilcox slightly injured.
- Apr. 28. East Hartford. Mrs. Ellen Hill had boarded car, car started suddenly and she was thrown backwards against rear controller; slightly injured.
- Bridgeport. Tony Cadallo stepped from moving car and fell; face scratched.
- Bridgeport. Car sideswiped; Clifford Singer and A. E. Knapp shaken up and bruised.
- Bridgeport. Collision between car and auto; Florence Brady injured back.
- Waterbury. Marion M. Clark fell after alighting from standing car; hip sprained.
- Waterbury. A. Palldino; collision, car and team; head and arm cut.
- Waterbury. N. Bryon; collision, car and team; bruised and sprained.
- Apr. 29. New Haven. Mrs. Negbaur stepped off moving car and fell; slightly injured.
- West Haven. E. A. Mansfield stepped off moving car and fell; slightly injured.
- New Haven. Unknown man stepped off moving car and fell.
- Bridgeport. Collision, car and team; Jacob Karcher, shaken up and bruised.
- Waterbury. R. Rosenback; collision, car and team; back injured.
- Waterbury. J. Mauetes; collision, car and team; cut and bruised.
- Apr. 30. Waterbury. Derailment; E. Mulvaney, wrist sprained; J. Clashy, elbow sprained.
- May 1. New Haven. Minie Barsnock stepped off moving car and fell; slightly injured.
- New Haven. J. M. McNerney struck by iron from welding machines while riding on running board; ankles bruised.
- West Haven. Fare register fell from fastening and struck R. W. Hyde on leg; leg badly bruised.
- Hartford. Trolley base fell and struck conductor, Walter Bushnell, on head; head and chest badly injured.
- Waterbury. Sharon, a child, struck by moving car; head cut.

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- May 2. Stamford. M. Connell; collision car with wagon; hand cut.
- May 3. New Haven. Frank Braroni stepped off moving car and fell; nose bruised.
New Britain. Thos. Cavanaugh stepped from moving car and fell; finger bruised.
- May 4. New Haven. Collision with team owned by J. H. Frost; John O. May and Raymond Carney, slightly injured.
- May 5. New Haven. Mrs. Brown slipped on car step, while alighting and fell on street; slightly injured.
New Haven. Collision with team owned by N. H. Gas Co., driver Buell injured slightly.
West Haven. Unknown man stepped off moving car and fell.
East Hartford. While lifting rail, same fell on laborer's foot; foot slightly injured.
New Britain. As car went around curve, door shut on Mrs. Catherine Sloan's finger; finger bruised.
- May 6. North Haven. Collision with auto owned by Layman Law: Raymond Law and daughter, nervous shock; Mrs. Dowd, nervous shock; Mrs. Booth, arm fractured.
New Haven. Collision with team; S. Brown and M. Glett, injured slightly.
Wethersfield. L. Morebuckland jumped from moving car and fell; arm injured.
Hartford. While moving rail, same fell on laborer's foot; slightly injured.
- May 7. East Haven. Unknown man stepped off moving car and fell; slightly injured.
New Haven. Unknown person stepped off moving car and fell; slightly injured.
New Haven. Unknown man attempted to board moving car and fell; slightly injured.
New Haven. Wm. Baulf, traveler on highway, struck by car and cut about the face.
New Haven. Miss Bleafet stepped off moving car and fell; slightly injured.
Hartford. Mr. Barner jumped from moving car and fell; slightly injured.
Hartford. Horse ran away near car and threw driver, Mr. Johnson, out; badly hurt. Mr. Johnson claims sprinkler car frightened horse.
Waterbury. L. Hummell stepped from moving car; concussion of the brain.
New London. G. Komorofsky bruised by jumping from moving car.
- May 9. New Haven. Mr. Colan stepped off moving car and fell; slightly injured.
- May 10. New Haven. Unknown traveler on highway struck by car, was riding bicycle, rim on one wheel broken; slightly injured.

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- May 10. New Haven. A. J. Norton attempted to board moving car and fell; slightly injured.
New Haven. Unknown woman stepped off moving car and fell; slightly injured.
New Haven. Unknown woman stepped off moving car and fell; slightly injured.
Meriden. Miss Mary Nolan; face scratched by broken feed wire.
- May 12. New Haven. John Gallagher stepped off moving car and fell; slightly injured.
New Haven. Unknown man stepped off moving car and fell; bruised about body; slightly injured.
New Haven. Miss McCarthy stepped off moving car and fell; slightly injured.
Hartford. Horse stumbled and fell in front of car and car struck wagon: Thos. J. Martin and Geo. R. Seale, men in wagon; slightly injured.
Bridgeport. Collision car and auto; Mrs. Fletcher leg broken.
- May 13. New Haven. Mr. Ells stepped off moving car and fell; slightly injured.
- May 14. New Haven. Miss Lavine fell in struck by sudden starting of car; slightly injured about face.
New Haven. Unknown man stepped off moving car and fell; slightly injured.
New Haven. Unknown man attempted to board moving car and fell; slightly injured.
- May 15. New Haven. Unknown man stepped off moving car and fell; slightly injured.
New Haven. Unknown boy stepped off moving car and fell; ankle sprained.
Hartford. Mr. C. E. Barnes' child ran directly in front of car and was struck; slightly injured.
Stratford. Register fell; Frank Gotz's knee injured.
- May 16. New Haven. J. W. Mattress stepped in front of moving car and fell; slightly injured.
Bloomfield. While trying to fix signal lights on rear end, conductor fell off car and was slightly injured.
New Haven. Chas. Forbes, traveler on highway riding bicycle, struck by car; slightly injured.
New Haven. Unknown man stepped off moving car and fell; slightly injured.
- May 17. Hartford. Man tried to board moving car and fell; head cut.
Hartford. While moving rail, same fell on laborer's foot; foot slightly injured.
- May 18. New Haven. Collision with Levi G. Gilbert's coal wagon; Steve Lesoche, driver, injured badly.
Momauguin. John Reilly stepped off moving car and fell; slightly injured.

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- May 18. Waterbury. Wm. Dody, collision car and team; back, side, arm, and wrist injured.
- May 19. New Haven. C. Hand stepped off moving car and fell; cut on chin.
New Haven. Unknown lady stepped off moving car and fell; slightly injured.
New Haven. Jane Doherty stepped off moving car and fell; arm bruised.
Waterbury. Mrs. Watts fell while alighting from car; internally injured.
Cromwell. Car started as Fred Smith was alighting from same; slightly cut.
- May 20. New Haven. H. L. Wood stepped off moving car and fell; slightly injured.
New Haven. O. F. Bond, traveler on highway riding bicycle, struck by car; cut on chin.
New Haven. J. Bolan stepped off moving car and fell; slightly injured.
New Haven. Miss Steam stepped off moving car and fell; slightly injured.
- May 21. New Haven. Tony Delea attempted to board moving car and fell; slightly injured.
New Haven. Wm. O'Brien fell off moving car and head was cut.
Meriden. Tim Boardman stepped from moving car; fatally injured.
New Haven. Thos. Durcozk stepped off moving car; slightly injured.
New Haven. S. Dugan stepped off moving car and fell; slightly injured.
- May 22. Wethersfield. Car struck wagon and threw two men out; Harris Lifshitz slightly injured; Reuben Lifshitz's ear badly cut.
New Haven. Herman Smith stepped off moving car and fell; cut about face.
New Haven. Mrs. Ellen Gallinger stepped off moving car and fell; bruised about face.
Woodmont. Miss Kiser stepped off moving car; slightly injured.
New Haven. Collision of cars: J. Williams, slightly injured; Mr. Housley, slightly injured; F. Menzer, slightly injured.
New Haven. Mrs. Annie Leonard stepped off moving car and fell; slightly injured.
- May 23. West Haven. Collision of cars: M. A. Anderson, M. A. Raydan, Mr. Campbell, P. Williams, Wm. Ricks, all slightly injured.
New Haven. Unknown woman slipped on wooden pavement after leaving car; slightly injured.
Hartford. Jos. Saverock stepped from moving car and fell; face cut.
- May 24. New Haven. F. Johnson, boy, attempted to board moving car and fell; slightly injured.
Hartford. John Malley, intoxicated, fell from running board of moving car; face cut.

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- May 24. Hartford. While letting down pole with chain, chain slipped and sudden weight of pole sprained Workman C. W. Cudney's wrist.
Waterbury. Rose Nassann; collision between two cars; injury to ear drum.
Waterbury. S. Marvin pushed from running board of moving car; fracture of shoulder.
Sound Beach. Unknown man attempted to board moving car; face cut.
- May 25. New Haven. Chas. Livingston, traveler on highway, struck by car; cut on head.
Hartford. C. S. Munger pushed hand through car window; hand slightly cut.
Union City. F. Skiowski, passenger, fell from moving car; head injured.
- May 26. New Haven. P. Alder put arm over guard rail, hand struck by passing car and was slightly bruised.
New Haven. Unknown man, traveler on highway, walked into side of car; slightly injured.
Hartford. Mrs. Cough stepped from moving car and fell; face slightly cut.
- May 27. New Haven. Mrs. Burt slipped while alighting from car and fell; slightly injured.
New Haven. Mrs. Ledinsky stepped off moving car and fell; slightly injured.
New Haven. Unknown woman stepped off moving car and fell; slightly injured.
New Haven. Collision with team owned by Anthony Parlete; driver bruised about the body.
Hartford. Mrs. Cranson stepped from moving car and fell; slightly injured.
Norwich. J. G. J. Prothero bruised by coming in contact with pole.
- May 28. New Haven. Mrs. Perry stepped off and walked in back of car and was struck by car going in opposite direction; slightly injured.
New Haven. Catherine Footman stepped off moving car and fell; slightly injured.
New Haven. Mrs. Richards stepped off moving car and fell; slightly injured.
Hartford. Unknown woman stepped off moving car and fell; slightly injured.
Windsor. Collision of cars: Edson C. Chapman, slightly injured; Jennie Norman, slightly injured; Rebecca DeForge, badly injured; Elizabeth P. Dean, slightly injured; Emma A. Ensign, slightly injured; Leda Brooks, slightly injured; Martin S. Button, slightly injured; Myrtle A. Button, slightly injured; Wm. A. Button, slightly injured; Flora J. Button, rather badly injured; Sarah A. Holcome, slightly injured; Caroline W. Holcomb, slightly injured; Mary J. Kuhney, slightly in-

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- jured; Geo. Terrell, slightly injured; Alice E. Gregg, slightly injured; Rob't S. Bachelor slightly injured; Julia Blake, slightly injured; Annie F. Remallard, slightly injured; Emily A. Tinkham, slightly injured; Louis Wolf, slightly injured; Kate L. Simpson, badly injured; Louis J. Beaulieu, slightly injured; Mrs. L. J. Beaulieu, slightly injured; Louis S. Beaulieu, slightly injured; Emila Roraback, slightly injured; Inez C. Holcomb, rather badly injured; Kate Phalon, slightly injured; Gertrude E. Cooley, slightly injured; Tudor C. Cooley, slightly injured; Lenora M. Sullivan, rather badly injured; Mabel K. Sullivan, slightly injured; Michael Goodhart, slightly injured; James Mayo, rather badly injured; Mrs. Margaret Connor, badly injured; Miss Mary Connor, slightly injured; Edw. J. Fitzsimons, rather badly injured; Mrs. Mary Lucas, rather badly injured.
- May 28. Bridgeport. Trolley pole caught around Julia Plummer and threw her to the ground; shaken up and bruised.
- May 29. New Haven. Mr. Garton stepped off moving car and was run over by passing auto; bruised about face and body.
- New Haven. Mrs. Granger stepped off moving car and fell; leg bruised.
- New Haven. Unknown woman stepped off moving car and fell; slightly injured.
- Hartford. Oscar Swanson tried to catch his hat and fell from running board; slightly injured.
- Hartford. Mrs. Wolf stepped from moving car and fell; head injured.
- Hartford. Mrs. Rosey Cohen stepped from moving car and fell; arm injured.
- Dickerman's Cor. Miss Clark stepped off moving car and was slightly injured.
- May 30. New Haven. Tony Demartraus stepped off moving car and fell; cut over eye.
- New Haven. Unknown man stepped off moving car and fell; slightly injured.
- New Haven. Unknown man's hat blew off and in trying to catch it he fell off moving car; slightly injured.
- New Haven. Margaret Murray stepped off moving car and fell; slightly injured.
- New Haven. Unknown man stepped off moving car and fell; slightly injured.
- New Haven. Unknown girl stepped off moving car and fell; slightly injured.
- New Haven. Collision with team: wagon damaged; Mr. Berman, owner, slightly injured; John Detozi, slightly injured; Patilice Nossa, slightly injured.
- Hartford. Richard O'Mara, intoxicated, fell from running board; slightly injured.

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- May 30. New London. Mrs. Kelley and Mamie Murphy and Mrs. Rob't Harrison injured in collision.
Waterbury. J. O'Leary, passenger, fell from running board of moving car; face cut, wrist and knees injured.
Waterbury. C. Dashum, passenger, fell from moving car and cut his face.
- May 31. New Haven. Mrs. Murphy stepped off moving car and fell; slightly injured.
West Haven. J. J. McClelland, walking on running board, fell off while car was in motion; slightly injured.
New Haven. Unknown Yale student fell off moving car and was cut about face.
South Manchester. Jos. Smith jumped from moving car and fell; face cut.
Middletown. While trying to put pole on wire, Conductor Thos. F. Carney fell from bumper; head cut.
- June 1. New Haven. Mrs. Hudin stepped off moving car and fell; left arm fractured.
New Haven. Rear end collision: Mr. McKay, slightly injured; Mr. Cunningham, slightly injured; Mrs. Reilly, slightly injured.
New Haven. John Miller stepped off moving car and fell; skull fractured.
New Haven. C. Fitzpatrick, conductor, employee, knocked off running board by passing auto, leg fractured.
New Haven. Mrs. Potter caught heel on running board and fell; slightly injured.
New Haven. John MacAvoy stepped off moving car and fell; bruised about body.
Hartford. Sam Cranston, conductor, struck head against team near track; head slightly cut.
Windsor. Pat'k Flynn walked directly in front of car and was struck; slightly injured.
- June 2. Waterbury. J. Gaffney stepped off moving car; both knees cut.
New Haven. Geo. Edwards stepped off moving car and fell; slightly injured.
New Haven. C. P. Stannard stepped off moving car and fell; slightly injured.
New Haven. Max Rosenbloom stepped off moving car and fell; slightly injured.
Hartford. Chas. Smith jumped from moving car and fell; slightly injured.
- June 3. New Haven. Burr Crosby attempted to board moving car and fell; slightly injured.
New Britain. As car rounded curve, Dominck Died, workman, fell from car; slightly injured.
Hartford. Mr. Anderson jumped from moving car and fell; slightly injured.

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- June 3. Hartford. Jos. Sabino jumped from moving car and fell; slightly injured.
Waterbury. Unknown stepped from moving car; cut on forehead.
Waterbury. Unknown passenger fell trying to board moving car; bruised and scratched.
New London. Man bruised by stepping from moving car.
- June 4. New Haven. C. Yale attempted to board moving car and fell; slightly injured.
West Haven. Christian Honson stepped off moving car and fell; slightly injured.
New Haven. Unknown woman stepped off moving car and fell; slightly injured.
New Haven. Unknown man stepped off moving car and fell; slightly injured.
New Haven. Unknown man attempted to board moving car and fell; slightly injured.
New Haven. Mrs. Hall attempted to step off moving car by going under guard rail and fell; slightly injured.
New Haven. Geo. Mooksha standing on running board and was caught between two cars; bruised body and leg.
New Britain. Alice Kingsbury stepped from car and was slightly injured.
Hartford. Unknown intoxicated man fell off running board and was slightly injured.
Bloomfield. Caff Dedodge jumped from moving car and fell; slightly injured.
Hartford. Back of seat dropped down and Jos. A. Brouillard, passenger, dropped back; back slightly injured.
Waterbury. Mrs. William Little, collision car and team; fractured wrist.
Norwich. Lineman H. Roblard injured by flying tool.
Derby. Mr. Hankhurst boarding car; leg injured.
Portland. Window fell on child's finger, James Cronin, a minor; finger badly injured.
- June 5. New Haven. Miss Margaret O'Brien stepped off moving car; slightly injured.
New Haven. John Dworski stepped off moving car and fell; knee bruised.
New Haven. Unknown woman stepped off moving car and fell; slightly injured.
New Haven. At Lighthouse Point. Collision of cars; L. Freedman, slightly injured.
New Haven. Collision of cars; John Gleason, slightly injured.
New Britain. Geo. D. Chipman, motorman, riding as passenger, jumped from moving car and fell; ankle injured.
Hartford. James O'Brien tried to board moving car and fell; car went over leg, leg crushed.
Hartford. While replacing fuse, Motorman August Freytag had face and hands burned by flash.

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- June 5. Waterbury. Grace Wooding, rear end collision; back and shoulder bruised.
- June 6. New Haven. Mrs. Reynolds stepped off moving car and fell; slightly injured.
F. J. Jarald stepped off moving car and fell; slightly injured.
New Haven. Unknown man attempted to board moving car and fell; slightly injured.
New Haven. Mrs. Mooney stepped off moving car and fell; slightly injured.
New Haven. Unknown man stepped off moving car and fell; slightly injured.
Bridgeport. Harry Sandlin stepped in front of moving car and was knocked down; generally bruised, fractured skull.
Bridgeport. Ciro Aiello injured alighting from car; face bruised and fractured collar bone.
- June 7. New Haven. Controllor took fire: Mrs. Aeger, fatally injured; Mrs. Potrin, badly injured; Mrs. Meyers, badly injured; Mrs. Daley, badly injured; Miss Nardale, badly injured; Miss Welch, badly injured; Miss Rose, badly injured; Miss O'Brien, badly injured; unknown.
New Haven. Mr. Russell, traveler on highway, riding motor-cycle, rode in back of car and was struck by car going in opposite direction; slightly injured.
New Haven. Unknown man, intoxicated, traveler on highway, struck by car; slightly injured.
Baltic. A. Wood bruised by stepping from moving car.
Winsted. J. D. Gellop tried to board moving car; face scratched.
Sound Beach. Conductor P. Passaro, bruised shoulder; broken trolley pole on car.
- June 8. New Haven. Car off track; three unknown passengers shaken up.
New Haven. Tim Flower stepped off moving car and fell; slightly injured.
New Haven. C. C. Torrey jumped on and off moving car and fell; slightly injured.
New Haven. Unknown woman stepped off moving car and fell; slightly injured.
New Haven. Mrs. Berger stepped off moving car and fell; slightly injured.
New Haven. Unknown woman stepped off moving car and fell; bruised about body.
New Haven. Unknown girl stepped off moving car and fell; bruised about body.
Centerville. Unknown man stepped off moving car and fell; slightly injured.
Augerville. J. Phillips stepped off moving car and fell; slightly injured.
New Haven. Mrs. L. Reif stepped off moving car and fell; bruised arm and leg.

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- June 8. Danielson. Fireman J. Casey, eye injured by flying particles of steel.
Stamford. Collision, car with wagon; Samuel Nelson, cut face.
- June 9. New Haven. Frank Cowp jumped off moving car and fell; slightly injured.
New Haven. Mrs. Merringan stepped off moving car and fell.
Hartford. Debarro Guiseppi fainted on car and fell against controller; head cut.
- June 10. New Haven. Unknown man attempted to board moving car and fell; slightly injured.
Waterbury. James Smith boarding car, car started; sprain and nervous shock.
New London. C. J. O'Shea bruised by stepping from moving car.
- June 11. New Haven. Unknown man attempted to board moving car and fell; slightly injured.
New Haven. Tahan Boher stepped off moving car and fell; slightly injured.
New Haven. Unknown man stepped off moving car and fell; slightly injured.
New Haven. Unknown man stepped off moving car and fell; slightly injured.
Hartford. John Watson touched pole that was charged; hand slightly burned.
Hartford. Horse frightened by steam train, reared in front of car and was struck. Two men in carriage thrown out. Mr. J. Reen, ribs injured; Mr. W. Bliss, face cut.
Waterbury. J. Rainone jumped from moving car and cut on head.
- June 12. New Haven. Unknown man stepped off moving car and fell; slightly injured.
Waterbury. Collision car and team. Wm. Delaney, three ribs fractured; Annie Bergen, shaken up and bruised.
- June 13. New Haven. L. D. Hine attempted to board moving car and fell; slightly injured.
New Haven. Unknown man attempted to board moving car and fell; slightly injured.
New Haven. Unknown woman stepped off moving car and fell; slightly injured.
Hartford. Mr. Goldberg tried to board moving car and fell; slightly injured.
- June 14. West Haven. At Savin Rock. Edw. Tolle attempted to board moving car and fell; slightly injured.
West Haven. Unknown person stepped off moving car and fell; slightly injured.
New Haven. Unknown man stepped off moving car and fell; slightly injured.
Hartford. Unknown woman stepped off moving car and fell; slightly injured.
Hartford. After alighting from car, William H. Wilton struck by auto; slightly injured.

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- June 14. Hartford. Car struck wagon and threw Driver Wm. Hergog out; slightly injured.
Newington. Car started as Elizabeth H. White was alighting and she was thrown; slightly injured.
Bridgeport. Mrs. Casey injured while alighting from car.
Fairfield. James Whalen struck on head by side rail; nose cut.
- June 15. New Haven. Frank Lesttyns, traveler on highway, riding bicycle, riding back of car and was struck by car going in opposite direction; slightly injured.
New Haven. Unknown woman stepped off moving car and fell; slightly injured.
New Haven. Mrs. R. Knead fell in street after leaving car; slightly injured.
New Haven. Unknown woman stepped off moving car and fell; slightly injured.
New Haven. T. Berry, traveler on highway, struck by car and was bruised about body.
New Haven. James Doyle, intoxicated, stepped off moving car and fell; cut about the face.
New Haven. Unknown man stepped off moving car and fell; slightly injured.
Meriden. Mrs. Wagner jumped from moving car and sprained ankle.
Meriden. Wm. Tryon struck with falling register; slightly bruised.
- June 16. New Haven. Unknown person stepped off moving car and fell; slightly injured.
New Haven. John Reynolds stepped off moving car and fell; slightly injured.
Naugatuck. C. DeBitto struck on head by register; head cut.
Naugatuck. L. Rehm alighted from moving car; shaken up and bruised.
New Haven. Controllor took fire and two unknowns slightly hurt.
- June 17. New Haven. Unknown woman stepped off moving car and fell; slightly injured.
New Haven. Mrs. Hunt stepped off moving car and fell; slightly injured.
New Haven. Unknown man attempted to board moving car; slightly injured.
East Hartford. Cornelius Noonan stepped from moving car and fell; slightly injured.
Hartford. H. E. Outland claims he was struck by car while riding bicycle and slightly injured. (Unable to locate crew that had accident.)
- June 18. New Haven. Unknown woman stepped from moving car and fell; slightly injured.
New Haven. Unknown woman stepped off moving car and fell; slightly injured.
New Haven. Unknown man stepped off moving car; slightly injured.

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- June 19. Momauguin. S. E. B. Bastajian, Jr., child, traveler on highway, struck by car; slightly injured.
- New Haven. Miss Sadie Sullivan stepped off moving car and fell; slightly injured.
- New Haven. Unknown girl stepped off moving car and fell; slightly injured.
- West Haven. At Savin Rock. Unknown colored woman stepped off moving car and fell; slightly injured.
- New Haven. Clara Lipson, child, traveler on highway, struck by car; bruised on arm.
- New Haven. Mrs. Palmer fell while alighting from car; slightly injured.
- Morris Cove. Mr. Murphy stepped off moving car and fell; slightly injured.
- New Haven. Miss Mary Welch stepped off moving car and fell; bruised about the body.
- East Hartford. Horse on tower wagon started up and threw reel of wire against workman, M. Connors; back slightly hurt.
- East Hartford. Peter Salmer, workman, had leg caught between reel of wire and side of wagon; leg slightly injured.
- Hartford. Mr. Jordan's child ran in front of car and was struck; slightly injured.
- Hartford. As conductor raised, he struck Grace L. Smith on eyelid; eyelid cut.
- Waterbury. Allen Smith struck by car; sprained and bruised.
- Bridgeport. Kate Devine stepped from moving car and fell; head cut.
- June 20. New Haven. Miss Bildi Lonergan stepped off moving car and fell; slightly injured.
- New Haven. F. Iver attempted to board moving car and fell; slightly injured.
- New Haven. W. S. Sanford stepped off moving car and fell; slightly injured.
- New Haven. Miss Gillin stepped off moving car and fell; slightly injured.
- New Haven. E. Tuttle, traveler on highway, fell along side of track; slightly injured.
- New Haven. Collision of cars; Mr. Bright and Geo. Lee slightly injured, also two unknowns.
- New Haven. Unknown woman stepped off moving car and fell; slightly injured.
- New Britain. Mary A Connelly fell while alighting from car at standstill; slightly injured.
- West Hartford. Rebecca O. McGurley had hold of handle and car started, and she was thrown; slightly injured.
- June 21. New Haven. Miss S. Lapedis stepped off moving car and fell; slightly injured.
- New Haven. Mr. Oannillo, traveler on highway, riding bicycle, ran into side of car because auto crowded him; bruised about body.

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- June 21. New Haven. Mr. Fitzgerald stepped off moving car and fell; cut about hands and face and bruised about the body.
New Haven. Unknown man attempted to board moving car and fell; slightly injured.
New Haven. Unknown woman stepped off moving car and fell; slightly injured.
New Britain. Anthony Kelly fell from running board of moving car; slightly injured.
Hartford. Car struck wagon and threw Jacob Melicoesky, driver, out; head slightly injured.
Hartford. Miss Julia I. Gilworth stepped from car just after it started and fell; knee slightly injured.
Thomaston. Unknown stepped from moving car; hands and arms cut.
Montville. D. Connelly bruised in jumping from moving car.
- June 22. New Haven. Augustine Embloom stepped off moving car and fell; slightly injured.
New Haven. Controller took fire; four injured slightly in jumping from car. Two unknown Italians and two other unknown persons; refused to give names.
New Haven. Lois V. Appelle stepped off moving car and fell; bruised about head and body.
New Haven. Unknown man stepped off moving car and fell; slightly injured.
New Haven. Unknown boy stepped off moving car and fell; slightly injured.
New Haven. Unknown woman stepped off moving car and fell; slightly injured.
New Haven. Miss G. Antron stepped off moving car and fell; slightly injured.
New Haven. Jennie Conele stepped off moving car and fell; slightly injured.
South Manchester. Car ran over M. Coyle's toes as he was lying side of track intoxicated; toes crushed.
Hartford. Mortimer Bacon walked directly in front of car and was struck; head cut and body bruised.
Waterbury. Wm. Himmick ran against side of car; cut and bruised.
Norwich. Lineman E. Harte fatally injured in falling from pole.
- June 23. New Haven. James Berry, intoxicated, fell alighting from car and was struck; slightly injured.
New Haven. Wm. Coogan attempted to board moving car and was struck by passing team; slightly injured.
New Haven. Mrs. Hunt stepped off moving car and fell; slightly injured.
New Haven. Mrs. Smith stepped off moving car and was slightly injured.
Hartford. Marion H. Snenk stepped from moving car and fell.
Hartford. Mrs. M. Murphy stepped from moving car and fell; head cut.

1910.

- June 23. Hartford. Vernon St. Office. Thos. McGuinness while repairing electric light wire had hand slightly burned while coming in contact with wire.
- Stratford. Mary Gilrolski stepped from moving car and fell; head cut.
- Bridgeport. Albina Bland injured while alighting from car; thumb sprained.
- Willimantic. Mrs. Arnold bruised in stepping from moving car.
- Danielson. Mrs. S. J. Harvey wrenched knee in standing car.
- June 24. New Haven. Unknown man, intoxicated, attempted to board moving car and fell; slightly injured.
- New Haven. Unknown boy, stealing ride, jumped off moving car and fell; slightly injured.
- New Haven. Collision with team owned by G. Thompson; driver bruised about body.
- New Haven. Unknown woman stepped off moving car and fell; slightly injured.
- New Haven. Mrs. Flynn stepped off moving car and fell; slightly injured.
- Hartford. Laborer's finger slightly cut while pulling out spike.
- Stamford. Miss S. Lepper stepped from moving car; head cut.
- Waterbury. F. L. Benhan alighted from standing car; bruised and sprained.
- June 25. New Haven. Edw. Breen attempted to board moving car and fell; slightly injured.
- New Haven. Unknown traveler on highway, riding bicycle, ran into car; slightly injured.
- New Haven. Unknown man attempted to board moving car and fell; slightly injured.
- New Haven. H. Blaze stepped off moving car and fell; slightly injured.
- New Haven. Unknown man attempted to board moving car and fell; slightly injured.
- New Haven. Unknown man stepped off moving car and fell; slightly injured.
- New Haven. Mrs. E. J. Munson stepped off moving car and fell; slightly injured.
- West Hartford. Frank Koenig, intoxicated, jumped from moving car and fell; fatally injured.
- Waterbury. Chas. Pipe struck by service car; leg broken.
- June 26. New Haven. Unknown girl stepped off moving car and fell; slightly injured.
- New Haven. H. L. Lewis stepped off moving car and fell; slightly injured.
- New Haven. Unknown woman stepped off moving car and fell; slightly injured.
- New Haven. Unknown man stepped off moving car and fell; slightly injured.

1910.

- June 26. West Haven. Unknown man stepped off moving car and fell; slightly injured.
New Haven. Mrs. Freet stepped off moving car and fell; slightly injured.
New Haven. J. J. Regan attempted to board moving car and fell; slightly injured.
Hamden. Collision of cars: Mr. and Mrs. Dean and two children, Mr. Perd, all of Waterbury, Mrs. Farr and two daughters of East Haven, Mr. Johnson of Mt. Carmel, two unknown Italians of New York; all of above badly bruised.
Hartford. Catherine Loftuf stepped from moving car and fell; slightly injured.
Hartford. John Devlin stepped from moving car and fell; rather badly injured.
Hartford. Unknown man tried to board moving car and fell; slightly injured.
Stamford. Victoria Pinneno jumped from moving car; head cut.
New London. Mrs. A. L. Tirrell fell while boarding car and was bruised.
- June 27. New Haven. Capt. O'Neil stepped off moving car and fell; bruised about body.
New Haven. Mrs. Sayars stepped off moving car and fell; slightly injured.
West Haven. Unknown man stepped off moving car and fell; slightly injured.
New Haven. Controller took fire; Wm. Lennox jumped off car and received sprained ankle.
New Haven. Grab handle broke and Conductor D. P. Williams fell off car; leg bruised, slightly injured.
East Hartford. Auto ran into excavation between track; Mr. and Mrs. Geo. Young riding in auto both slightly injured.
Woodbury. Mrs. James Short, horse frightened while unloading freight; shaken up and bruised.
Stamford. Fred Spillett jumped from moving car; hand cut.
- June 28. Wallingford. Unknown man stepped off moving car and fell; slightly injured.
New Haven. Geo. Sabbo stepped off moving car and fell; slightly injured.
West Haven. At Savin Rock. Unknown woman fell after leaving car; slightly injured.
West Haven. Collision with team owned by F. H. Lynch; wagon damaged. Thos. Gilday, cut on head and hands; Mary Riley, bruised about back; R. Powers, bruised about body; Elizabeth Cline, bruised about face and body; Mary Jenkins, sprained wrist and scalp wound.
Hartford. Mr. L. Corin tried to board moving car and fell; slightly injured.
Hartford. Mrs. W. H. Miller stepped from moving car and fell; slightly injured.

1910.

- June 29. New Haven. Something flew in car and struck unknown woman on head; head cut.
New Haven. Mrs. Catharine Brereton stepped off moving car and fell; bruised about.
West Haven. At Savin Rock. Mrs. Swanson stepped off moving car and fell; slightly injured.
New Haven. Unknown man stepped off moving car and fell; slightly injured.
New Haven. Unknown person stepped off moving car and fell; slightly injured.
Momauguin. Geo. Maynard stepped off moving car and fell; slightly injured.
New Haven. Mary Easter stepped off moving car and fell; slightly injured.
New Haven. Unknown woman fell between car and curb; car was stopped; slightly injured.
West Haven. Miss Kaufman stepped off moving car and fell; slightly injured.
Norwich. Mrs. West jumped from car and was bruised.
- June 30. New Haven. E. C. Glynn stepped off moving car and fell; slightly injured.
New Haven. Unknown girl stepped off moving car and fell; slightly injured.
Mr. Carmel. Boy named McLaughlin, traveler on highway, struck by car; leg cut off.
New Haven. C. Metling stepped off moving car and fell; slightly injured.
New Haven. D. D. Shereileran stepped off moving car and fell; slightly injured.
Hartford. Mrs. Catherine Mitchell stepped from moving car and fell; slightly injured.
Hartford. Mrs. James Dillon stepped from moving car and fell; slightly injured.
Meriden. Mr. Anger, collision between car and team; driver slightly injured.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN. } ss.

Personally appeared before me, Calvert Townley, Vice-President, and A. S. May, Treasurer, of the Connecticut Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1910, according to the best of their knowledge and belief.

Signed,

CALVERT TOWNLEY,

Vice-President.

A. S. MAY,

Treasurer.

Sworn and subscribed to before me, this 15th day of September, A. D. 1910.

MAURICE K. DUGAN,

Notary Public.

DANBURY & BETHEL STREET RAILWAY CO.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1910.

Capital authorized by charter,	\$623,000.00	
Capital stock outstanding,	320,000.00	
Bonds outstanding,	300,000.00	
Floating indebtedness,	* 123,167.10	
Total stock, bonds, and floating debt,	743,167.10	
Capital stock issued per mile of road owned,	21,289.33	
Bonds issued per mile of road owned,	19,958.75	
Cost of construction,	483,784.87	
Cost of equipment,	282,025.70	
Total cost of construction and equipment,	765,810.57	
Cost of construction and equipment per mile of road owned,	50,948.74	
Gross earnings from operation,	136,018.85	
Operating expenses,	98,802.44	
Net earnings,	37,216.41	
Gross income from all sources,	136,018.85	
Per cent. of operating expenses to gross earnings, . . . . .		.7264
Gross earnings per mile operated,	9,049.22	
Operating expenses per mile operated,	6,573.24	
Net earnings per mile operated,	2,475.98	
Car earnings per car mile, . . . . .	.2324	
Miscellaneous earnings per car mile, . . . . .	.0067	
Gross earnings per car mile, . . . . .	.2391	
Operating expenses per car mile, . . . . .	.1737	
Net earnings per car mile, . . . . .	.0654	
Car earnings per car hour,	2.0921	
Miscellaneous earnings per car hour, . . . . .	.0603	
Gross earnings per car hour,	2.1524	
Operating expenses per car hour,	1.5635	
Net earnings per car hour, . . . . .	.5889	
Taxes paid state,	5,320.12	
Interest paid,	21,597.80	
Dividend paid,	12,800.00	
Total length of main track owned,		15.031
Total length of main track operated,		15.031
Total car mileage,		568,710
Total car hours,		63,190
Fare passengers carried,		2,660,052
Fare passengers per mile run (passenger),		4.677

* Includes \$75,000.00 of debenture notes.

Fare passengers per car hour (passenger), . . .	42.096
Fare passengers per mile of main track operated, .	176,970
Average fare revenue passengers, . . . . .	.0497
Average fare all passengers (including transfer passengers), . . . . .	.0381
Average number of employees during year, . . .	75
Accidents: Killed,	1
Injured,	6

Description of Lines.

From —	To —	Length of road (first main track).	Length of second main track.	Total length of main tracks.	Length of sidings and turnouts.	Total computed as single track.
Danbury	Bethel.	5.445	.196	5.641	.224	5.865
White St.	Lake Kenosia.	4.927	1.923	6.850	.792	7.642
Main St.	Davis St. ....	.897	.....	.897	.028	.925
West St.	West Wooster	.522	.... .	.522	.....	.522
Elm St.	Lake Ave.	1.121	.....	1.121	.....	1.121
		12.912	2.119	15.031	1.044	16.075

Corporate Name and Address of Company.

Danbury and Bethel Street Railway Co., Danbury, Conn.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Date of organization, May 7, 1886.

Organized under the laws of the State of Connecticut.

Officers of the Company.

Name.	Title.	Official address.
S. C. HOLLEY,	President,	Danbury, Conn.
S. H. WAGNER,	First Vice-President,	New Haven, Conn.
M. H. GRIFFING,	Secretary and Treasurer,	Danbury, Conn.
M. H. GRIFFING,	General Manager,	" "
SAMUEL TWEEDY,	General Counsel,	" "
GEORGE H. KLINZING,	Superintendent,	" "

Directors of the Company.

Name.	Residence.
S. C. HOLLEY,	Danbury, Conn.
A. W. HOLLEY,	" "
M. H. GRIFFING,	" "
A. E. TWEEDY,	" "
E. A. STRATTON,	" "
S. H. WAGNER,	New Haven, Conn.
THOS. M. WALLER,	New London, Conn.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Wednesday in October.

Capital Stock.

Description	Total par value authorized.	Number of shares outstanding.	Par value per share.	Total par value issued and outstanding.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Common	\$623,000.00	12,800	\$25.00	\$320,000.00	4 per cent.	\$12,800.00

Total number of stockholders, 85.

Total number of stockholders in this state, 67.

Amount of stock held in this state, \$285,775.00.

Funded Debt.

Description.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.
1st Mtg. Bonds,	May 1, 1894	20	May 1, 1914	\$200,000.00	\$200,000.00
Con'd Mtg. Bonds.	May 1, 1906	30	May 1, 1936	300,000.00	100,000.00
Total.....				\$500,000.00	\$300,000.00

INTEREST.

Rate.	When payable.	Accrued during year.
5 per cent.	May and November.	\$10,000.00
5 per cent.	May and November.	5,000.00
Total.....		\$15,000.00

Per mile of single track owned exclusive of sidings and turnouts, 15.031 miles:

Capital stock outstanding,	\$21,289.33
Funded debt outstanding,	19,958.75

Total,	\$41,248.08
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Construction and Equipment.

Account.	Total cost to June 30, 1909.	Additions during year.	Total cost to June 30, 1910.
Construction,	\$412,310.95	\$1,945.54	\$414,256.49
Real estate, buildings and fixtures, used in operation of road,	69,027.54	500.84	69,528.38
Total construction,	\$481,338.49	\$2,446.38	\$483,784.87
Power plant equipment,	\$109,957.28	\$302.46	\$110,259.74
Equipment,	163,911.52	7,854.44	171,765.96
Total equipment,	\$273,868.80	\$8,156.90	\$282,025.70
Grand total construction and equip- ment,	\$755,207.29	\$10,603.28	\$765,810.57
Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts,			\$50,948.74

Income Account for Year ending June 30, 1910.

Gross earnings from operation,	\$136,018.85	
Operating expenses,	98,802.44	
Net earnings from operation,		\$37,216.41
Gross income less operating expenses,		\$37,216.41
Deductions from income:		
Taxes:		
On real and personal property,	\$104.00	
On capital stock,	5,320.12	\$5,424.12
Interest:		
On funded debt,	\$15,000.00	
On floating debt,	6,597.80	21,597.80
Net income,		\$10,194.49
Deductions from net income:		
Dividends, 4% on \$320,000.00 common stock,		12,800.00
Deficit for year,		\$2,605.51
Surplus at beginning of year,		41,218.08
Surplus at close of year,		\$38,612.57

Gross Earnings from Operations.

Car earnings: passengers,	\$132,205.25
Miscellaneous earnings:	
Advertising,	\$500.00
Drawing ice,	282.16
Sale of metals,	1,817.06
Sprinkling streets,	1,195.33
Painting,	19.05
Total,	3,813.60
Total,	<u>\$136,018.85</u>

Operating Expenses.**MAINTENANCE.**

Way and structures:	
Maintenance of track and roadway,	\$7,583.26
Maintenance of electric line,	2,211.78
Maintenance of buildings and fixtures,	216.53
Total,	<u>\$10,011.57</u>
Equipment:	
Maintenance of steam plant,	\$944.91
Maintenance of electric plant,	99.81
Maintenance of cars,	8,326.60
Maintenance of electric equipment of cars,	10,177.48
Total,	<u>19,548.80</u>

TRANSPORTATION.

Operation of power plant:	
Power plant wages,	\$5,613.03
Fuel for power,	9,622.59
Water for power,	47.00
Lubricants and waste for power plant,	583.84
Total,	<u>15,866.46</u>
Operation of cars:	
Wages of conductors,	\$17,072.70
Wages of motormen,	16,941.05
Wages of car house employees,	986.15
Cleaning and sanding track,	1,268.23
Removal of snow and ice,	615.11
Total,	<u>36,883.24</u>

GENERAL.

Salaries of general officers,	\$4,105.81
Salaries of clerks,	1,216.80
Printing and stationery,	443.88
Miscellaneous office expenses,	327.03
Stable expenses,	972.62

Advertising and attractions,	33.71
Miscellaneous general expenses,	1,548.76
Damages,	5,287.93
Miscellaneous legal expenses,	5.00
Insurance,	2,550.83
Total,	16,492.37
Grand total,	\$98,802.44

Comparative General Balance Sheet.

Total, June 30, 1909.	Assets.	Total, June 30, 1910.	Increase, year ending June 30, 1910.	Decrease, year ending June 30, 1910.
\$755,207.29	Construction and equip- ment,	\$765,810.57	\$10,603.28	.....
	Other permanent invest- ments as follows:			
22,860.26	Kenmere property,	22,860.26	.....	.....
1,114.03	Land at Lake Kenosia,	1,114.03	.....	.....
	Current assets, as follows:			
2,440.67	Cash,	927.73	.....	\$1,512.94
6,204.84	Accounts receivable,	5,325.44	.....	879.40
1,001.74	Material and supplies,	488.81	.....	512.93
1,353.72	Tools, Inst., etc.,	2,269.90	916.18	.....
	Insurance fund,	829.97	829.97	.....
\$790,182.55	Total,	\$799,626.71	\$12,349.43	\$2,905.27

Total, June 30, 1909.	Liabilities.	Total, June 30, 1910.	Increase, year ending June 30, 1910.	Decrease, year ending June 30, 1910.
\$320,000.00	Capital stock, common,	\$320,000.00	.....	.....
300,000.00	Funded debt,	300,000.00	.....	.....
	Current Liabilities as fol- lows:			
34,418.04	Loans and notes pay- able,	48,167.10	\$13,749.06	.....
12,356.35	Accounts payable,	11,447.04	.....	\$909.31
6,400.00	Dividends unpaid,	6,400.00	.....	.....
790.08	Insurance fund, . . . . .	.....	.....	790.08
75,000.00	Debenture notes,	75,000.00	.....	.....
41,218.08	Surplus,	38,612.57	.....	2,605.51
\$790,182.55	Total,	\$799,626.71	\$13,749.06	\$4,304.90

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage,	568,710
Total car mileage,	568,710
Passenger car hours,	63,190
Total car hours,	63,190
Fare passengers carried,	2,660,052
Transfer passengers carried,	809,294
Total passengers carried,	3,469,346
Average fare, revenue passengers, . . . . .	.0497
Average fare, all passengers (including transfer passengers), . . . . .	.0381
Car earnings per car mile, . . . . .	.2324
Miscellaneous earnings per car mile, . . . . .	.0067
Gross earnings per car mile, . . . . .	.2391
Car earnings per car hour,	2.0921
Miscellaneous earnings per car hour, . . . . .	.0603
Gross earnings per car hour,	2.1524
Operating expenses per car mile, . . . . .	.1737
Operating expenses and taxes per car mile, . . . . .	.1832
Operating expenses per car hour,	1.5635
Operating expenses and taxes per car hour,	1.6494
Operating expenses per cent. of gross earnings, . . . . .	.7264
Operating expenses and taxes per cent. of gross earnings, . . . . .	.7663
Average number of employees, not including officials, during year,	75
Aggregate amount of wages paid employees,	\$57,939.20
Amount of salaries paid officials,	4,105.81

CROSSINGS, ETC.

	No.
Steam railroad crossings at grade protected by gates, flagmen, or crossing alarm,	3
Steam railroad crossings at grade protected by derailling devices on street railway,	3
Steam railroad crossings over grade,	1
Steam railroad crossings under grade,	1

Commutation or other form of tickets at reduced rates: Commutation tickets, 21 for \$1.00.

Description of Road and Equipment.

	TRACK.	
	Owued.	Total Operated.
Length of road (first main track),	12.912	12.912
Length of second main track,	2.119	2.119
Total length of main track,	15.031	15.031
Length of sidings and turnouts,	1.044	1.044
Total computed as single track,	16.075	16.075

Description of Road and Equipment — *Continued.*

RAILS.

Name of	Weight per yard.	Steel (miles of).	Total.
	48	2.621	2.621
	60	8.417	8.417
"T,"	75	4.037	4.037
Girder Tram,	80	1.000	1.000
Total miles of, . . . . .	.....	16.075	16.075

Gauge of track, 4 feet 8½ inches.

PAVING.

	Miles.
Without paving,	2.342
Cobble,	9.037
Belgium block,	1.811
Macadam,	2.885
Total miles,	16.075

CARS, ETC.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars equipped with full vestibule,	18	.....	18
Closed passenger cars not equipped with vestibule,	3	.....	3
Open passenger cars,	12	9	21
Total passenger cars,	30	12	42
Work cars,	2	1	3
Sweepers,	2	1	3
Sprinkler,	1	.....	1
Total,	35	14	49

EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors,	9	20 & 24c. per hr.
Motormen,	9	" "
Watchmen,	12	\$1.70
Roadmen,	10	1.66
Linemen,	10	2.40
Engineers,	12	3.00
Firemen,	12	2.00
Machinists and mechanics,	10	3.00

List of all Accidents During Year ended June 30, 1900.

Cause and nature of injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESS- NESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	3	.....	3
Other persons,	1	3	1	3
Total,	1	6	1	6

Amount paid for injuries and damages caused by accidents:

Paid by the company, \$6,907.98

Description of Accidents.

Sept. 7, 1909. Corner Main and White streets, Christopher Ohler stepped from moving car, fell; knee and shoulder bruised.

Sept. 20, 1909. Main Street, Mr. Molniaro drove team in front of car; wagon was tipped over, he was thrown out, cut over eye; intoxicated.

Dec. 27, 1909. Main Street, Thos. Scofield, intoxicated, standing on cross-walk too near track, car struck him and bruised his face.

Feb. 27, 1910. River Street, Mrs. Goldstine backed wagon in front of car; car hit wagon, threw her out; bruises on side.

Feb. 12, 1910. Main Street, near White Street, Wm. Fitzsimmons slipped on step of car; cut on leg.

May 14, 1910. Division Street, George Sherwood stepped from moving car; fell and hurt his hip.

May 14, 1910. River Street, Allie Demond, colored child, ran in front of car and fell on track; car wheels passed over his body; died shortly after taken home.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF FAIRFIELD, } ss.

Personally appeared before me, S. C. Holley, President, and M. H. Griffing, Treasurer, of the Danbury and Bethel Street Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1910, according to the best of their knowledge and belief.

Signed,

S. C. HOLLEY,

President.

M. H. GRIFFING,

Treasurer.

Sworn and subscribed to before me, this fourteenth day of September, A. D. 1910.

A. N. WILDMAN,

Notary Public.

THE FARMINGTON STREET RAILWAY CO.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1910.

Capital authorized by charter,	\$189,000.00	
Capital stock outstanding,	157,500.00	
Bonds outstanding,	30,000.00	
Floating indebtedness,	30,000.00	
Total stock, bonds, and floating debt,	217,500.00	
Capital stock issued per mile of road owned,	20,061.56	
Bonds issued per mile of road owned,	3,184.37	
Cost of construction,	139,022.05	
Cost of equipment,	97,550.41	
Total cost of construction and equipment,	236,572.46	
Cost of construction and equipment per mile of road owned,	25,111.18	
Gross earnings from operation,	30,703.09	
Operating expenses,	16,656.24	
Net earnings,	14,046.85	
Income from other sources,	179.96	
Gross income from all sources,	14,226.81	
Per cent. of operating expenses to gross earnings,		54.24
Gross earnings per mile operated,	2,053.16	
Operating expenses per mile operated,	1,113.83	
Net earnings per mile operated,	939.33	
Car earnings per car mile, . . . . .	.2893	
Miscellaneous earnings per car mile, . . . . .	.0009	
Gross earnings per car mile, . . . . .	.2902	
Operating expenses per car mile, . . . . .	.1574	
Net earnings per car mile, . . . . .	.1328	
Car earnings per car hour, . . . . .	.3458	
Miscellaneous earnings per car hour, . . . . .	.0012	
Gross earnings per car hour, . . . . .	.3470	
Operating expenses per car hour, . . . . .	.1882	
Net earnings per car hour, . . . . .	.1588	
Taxes paid state,	1,468.33	
Interest paid,	1,586.16	
Total length of main track owned,		9.421
Total length of main track operated,		14.954
Total car mileage,		105,756
Total car hours,		8.846
Fare passengers carried,		593,416
Fare passengers per mile run (passenger),		5.960

Fare passengers per car hour (passenger), . . .	72.332
Fare passengers per mile of main track operated, .	39.682
Average fare revenue passengers,	5.00
Average fare all passengers (including transfer passengers),	5.00
Average number of employees during year, . . .	27

Description of Lines.

From	To	Length of road, first main track.	Total length of main tracks.	Length of sidings and turnouts.	Total computed as single track.
Unionville	West Hartford,	9.421	9.421	0.337	9.758

Corporate Name and Address of Company.

The Farmington Street Railway Company, 739 Main Street, Hartford, Conn.

Officers of the Company.

Name.	Title.	Official Address.
EDWARD D. ROBBINS,	President,	Hartford, Conn.
D. NEWTON BARNEY,	Vice-President,	Farmington, "
CHAS. E. HUBBARD,	Secretary,	Hartford, "
EDWARD D. ROBBINS,	Treasurer,	" "
A. J. BROUGHEL,	Asst. Treasurer,	" "
CHARLES E. HUBBARD,	General Manager,	" "
F. L. MCCORMACK,	Superintendent,	Unionville, "

Directors of the Company.

Name.	Residence.
EDWARD D. ROBBINS,	Hartford, Conn.
ANDREW J. BROUGHEL,	" "
CHAS. E. HUBBARD,	" "
D. N. BARNEY,	Farmington, Conn.
W. A. HOOKER,	" "

Capital Stock.

Description.	Total par value authorized.	Number of shares outstanding.	Par value per share.	Total par value issued and outstanding.
Common,	\$189,000.00	1,890	\$100.00	Five-sixths of which has been paid in, viz.: \$157,500.00.

Total number of stockholders, 25.

Total number of stockholders in this state, 23.

Amount of stock held in this state, \$75,000.00.

Funded Debt.

Description.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.
Debentures, .	July 1, 1904	20	July 1, 1924	\$30,000.00	\$30,000.00

INTEREST.

Rate.	When Payable.	Accrued during year.
5 per cent.	January and July.	

Per mile of single track owned exclusive of sidings and turnouts, 9.421 miles.

Capital stock, \$20,061.56

Funded debt outstanding, 3,184.37

Total, \$23,245.93

Construction and Equipment.

Account.	Total cost to June 30, 1909.	Total cost to June 30, 1910.
Right of way,	\$15,111.70	\$15,111.70
Track and roadway construction,	75,478.66	75,478.66
Electric line construction,	40,971.55	40,971.55
Real estate used in operation of road,	1,000.00	1,000.00
Buildings and fixtures used in operation of road,	6,460.14	6,460.14
Total construction,	\$139,022.05	\$139,022.05
Shop tools and machinery,	\$936.08	\$936.08
Cars,	50,550.73	50,550.73
Electric equipment of cars,	43,698.92	43,698.92
Miscellaneous equipment,	2,364.68	2,364.68
Total equipment,	\$97,550.41	\$97,550.41
Grand total construction and equipment,	\$236,572.46	\$236,572.46
Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts, . . . . .	.....	\$25,111.18

Income Account for Year ending June 30, 1910.

Gross earnings from operation,	\$30,703.09	
Operating expenses,	16,656.24	
	<hr/>	
Net earnings from operation,		\$14,046.85
Miscellaneous Income:		
Interest on deposits,		179.96
		<hr/>
Gross income less operating expenses,		\$14,226.81
Deductions from Income:		
Taxes on capital stock, bonds, and floating debt,	\$1,468.33	
Interest on funded debt,	\$750.00	
Interest on floating debt,	836.16	1,586.16
		<hr/>
Net income,		\$11,172.32
		<hr/>
Surplus for year,		\$11,172.32
Surplus at beginning of year,	\$20,113.24	
Profit and Loss Adjustments during Year:		
Debits,	154.27	19,958.97
	<hr/>	
Surplus at close of year,		\$31,131.29

Gross Earnings from Operation.

Car Earnings:		
Passengers,	\$29,670.83	
Chartered cars,	87.00	
Freight,	157.95	
Mail,	62.89	
Express,	619.42	
	<hr/>	
		\$30,598.09
Miscellaneous Earnings:		
Advertising,		105.00
		<hr/>
Total,		\$30,703.09

Operating Expenses.**MAINTENANCE.**

Way and structures:		
Maintenance of track and roadway,	\$1,121.48	
Maintenance of electric line,	206.94	
Maintenance of buildings and fixtures,	52.70	
	<hr/>	
Total,		\$967.24
Equipment:		
Maintenance of cars,	\$1,090.51	
Maintenance of electric equipment of cars,	508.09	
Miscellaneous shop expenses,	152.00	
	<hr/>	
Total,		1,750.60

Operating Expenses.—Continued.**TRANSPORTATION.**

Operation of power plant:

Hired power,	3,514.06
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Operation of cars:

Wages of conductors,	\$2,361.84
Wages of motormen,	2,367.94
Wages of car house employees,	1,259.20
Car service supplies,	18.00
Miscellaneous car service expenses,	920.67
Cleaning and sanding track,	257.19
Removal of snow and ice,	187.76

Total,	7,372.60
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GENERAL.

Salaries of general officers,	\$1,824.94
Printing and stationery,	57.15
Miscellaneous office expenses,	245.15
Miscellaneous general expenses,	452.35
Damages,	30.80
Miscellaneous legal expenses,	365.00
Rent of land and buildings,	52.00
Insurance,	24.35

Total,	3,051.74
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Grand total,	\$16,656.24
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Comparative General Balance Sheet.

Total, June 30, 1909.	Assets.	Total, June 30, 1910.	Increase, year ending June 30, 1910.
\$236,572.46	Construction and equipment,	\$236,572.46	.....
31,500.00	Other permanent investments as follows :		
	Reserve capital,	31,500.00	.....
3,473.20	Current assets as follows :		
.....	Cash,	8,841.26	\$5,368.06
3,602.71	Accounts receivable,	15.00	15.00
.....	Material and supplies,	4,510.25	907.54
	Prepaid Accounts,	464.55	464.55
\$275,148.37	Total,	\$281,903.52	\$6,755.15

Comparative General Balance Sheet.—*Continued.*

Total, June 30, 1909.	Liabilities.	Total, June 30, 1910.	Increase, year ending June 30, 1910.	Decrease, year ending June 30, 1910.
\$189,000.00	Capital Stock, common,	\$189,000.00	.....	.....
30,000.00	Funded debt,	30,000.00	.....	.....
	Current liabilities as follows:			
33,011.40	Loans and notes payable,	30,000.00	.....	\$3,011.40
2,092.73	Accounts payable,	1,772.23	.....	320.50
	Accrued liabilities as follows:			
931.00	Taxes accrued and not yet due, . . . . .	.....	.....	931.00
20,113.24	Surplus,	31,131.29	\$11,018.05	.....
\$275,148.37	Total,	\$281,903.52	\$11,018.05	\$4,262.90

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage,	99,554
Freight, mail, and express car mileage,	6,202
Total car mileage,	105,756
Passenger car hours,	8,204
Freight, mail, and express car hours,	642
Total car hours,	8,846
Fare passengers carried,	593,416
Total passengers carried,	593,416
Average fare, revenue passengers,	5.00
Average fare, all passengers (including transfer passengers),	5.00
Car earnings per car mile, . . . . .	.2893
Miscellaneous earnings per car mile, . . . . .	.0009
Gross earnings per car mile, . . . . .	.2902
Car earnings per car hour,	3.458
Miscellaneous earnings per car hour,	0.012
Gross earnings per car hour,	3.470
Operating expenses per car mile, . . . . .	.1574
Operating expenses and taxes per car mile, . . . . .	.1714
Operating expenses per car hour,	1.882
Operating expenses and taxes per car hour,	2.049
Operating expenses per cent. of gross earnings,	54.24
Operating expenses and taxes per cent. of gross earnings,	59.03
Average number of employees, not including officials, during year,	27
Aggregate amount of wages paid employees,	\$7,680.39
Amount of salaries paid officials,	1,800.00

CROSSINGS, ETC.

	Number.
Steam railroad crossings over grade,	1

State whether or not commutation or other form of tickets are sold at reduced rates, describing form, and state at what rates sold:

Foote's Corner tickets, 2½ cents each, 40 tickets to a book; Park Street tickets, 3½ cents each, 40 tickets to a book.

Description of Road and Equipment

TRACK.

Track.	Owned.	Operated under trackage rights.	Total operated.
Length of road (first main track),	9.421	3.631	13.052
Length of second main track, . . . . .	.....	1.902	1.902
Total length of main track,	9.421	5.533	14.954
Length of sidings and turnouts,	0.337	.243	.580
Total computed as single track,	9.758	5.776	15.534

RAILS.

Name of, "T"; weight per yard, 70 lbs.; steel (total miles of), 9.758.
Gauge of track, 4 feet 8½ inches.

PAVING.

Macadam, 1¼ miles.

CARS, ETC.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars equipped with full vestibule,	4	2	6
Open passenger cars,	6		6
Total passenger cars,	10	2	12
Freight cars,	1	3	4
Express cars,	1	....	1
Work cars,	1	....	1
Snow plows,	1	....	1
Sweepers, . . . . .	..	1	1
Total,	14	6	20

EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors,	10	\$2.50
Motormen,	10	2.50
Watchmen,	10	2.00
Linemen,	10	2.75
Electricians,	10	2.75
Machinists and mechanics,	10	2.00 and 2.50

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN. } ss.

Personally appeared before me, Edward D. Robbins, President and Treasurer of the Farmington Street Railway Company, who, being duly sworn, deposes and says that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1910, according to the best of his knowledge and belief.

Signed,

EDWARD D. ROBBINS,
President and Treasurer.

Sworn and subscribed to before me this 7th day of November, A. D. 1910.

JOSEPH T. KELLY,
Notary Public

GROTON & STONINGTON STREET RAILWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1910.

Capital authorized by charter,	\$600,000.00	
Capital stock outstanding,	600,000.00	
Bonds outstanding,	375,000.00	
Floating indebtedness,	33,579.40	
Total stock, bonds, and floating debt,	1,008,579.40	
Capital stock issued per mile of road owned,	30,372.05	
Bonds issued per mile of road owned,	18,982.53	
Cost of construction,	860,608.04	
Cost of equipment,	159,066.98	
Total cost of construction and equipment,	1,019,675.02	
Cost of construction and equipment per mile of road owned,	51,616.05	
Gross earnings from operation,	112,383.67	
Operating expenses,	56,361.51	
Net earnings,	56,022.16	
Gross income from all sources,	56,022.16	
Per cent. of operating expenses to gross earnings,		50.15
Gross earnings per mile operated,	5,688.87	
Operating expenses per mile operated,	2,853.02	
Net earnings per mile operated,	2,835.85	
Car earnings per car mile, . . . . .	.2515	
Miscellaneous earnings per car mile, . . . . .	.0013	
Gross earnings per car mile, . . . . .	.2528	
Operating expenses per car mile, . . . . .	.1268	
Net earnings per car mile, . . . . .	.1260	
Car earnings per car hour,	3.1308	
Miscellaneous earnings per car hour, . . . . .	.0163	
Gross earnings per car hour,	3.1471	
Operating expenses per car hour,	1.5783	
Net earnings per car hour,	1.5688	
Taxes paid state,	7,361.62	
Interest paid,	20,993.26	
Dividend paid,	24,000.00	
Total length of main track owned,		19.755
Total length of main track operated,		19.755
Total car mileage,		444,510
Total car hours,		35,710

Fare passengers carried,	2,171,334
Fare passengers per mile run (passenger),	5.17
Fare passengers per car hour (passenger),	65.54
Fare passengers per mile of main track operated,	109,913
*Average fare revenue passengers, . . . . .	.0473
*Average fare all passengers (including transfer passengers), . . . . .	.0466
Average number of employees during year,	40
Accidents: Injured,	24

Description of Lines.

From	To	Length of road (first main track).	Total length of main track.	Length of sidings and turnouts.	Total computed as single track.
Ferry Landing, Groton, Conn.,	State Line, Pawcatuck, Conn.	19.755	19.755	.90	20.655

Corporate Name and Address of Company.

The Groton and Stonington Street Railway Company, Mystic, Conn.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Organized August 17, 1903, under Connecticut laws. Opened for traffic, December 19, 1904, from Groton to Mystic. Operations extended to Stonington, April 8, 1905, and to Pawcatuck, May 6, 1905.

Officers of the Company.

Name.	Title.	Official address.
THOMAS HAMILTON,	President,	Groton, Conn.
B. F. WILLIAMS,	Vice-President,	Mystic, "
CHAS. D. NOYES,	Secretary,	Norwich, "
COSTELLO LIPPITT,	Treasurer,	" "
THOMAS W. RYLEY,	General Manager,	Mystic, "
CHAS. W. COMSTOCK,	General Counsel,	Norwich, "

*In computing "Average Fare Revenue Passengers" and "Average Fare All Passengers," the figures used for the dividend in the calculation in each case, included the cash received from the Thames Ferry Co. This amount is this company's proportion of cash received by the Ferry Co. for tickets sold by them. These tickets (or transfers) include a ferry fare and a ride to the first fare terminal of the Street Railway Co.

Directors of the Company.

Name.	Residence.
B. A. ARMSTRONG,	New London, Conn.
A. H. CHAPPELL,	" "
THOMAS HAMILTON,	Groton, "
C. R. HANSCOM,	New London, "
C. W. COMSTOCK,	Norwich, "
C. D. NOYES,	" "
COSTELLO LIPPITT,	" "
B. F. WILLIAMS,	Mystic, "
EDWIN W. HIGGINS,	Norwich, "

Date of close of fiscal year, June 30th.

Date of stockholders' annual meeting, third Monday in July.

Capital Stock.

Description.	Total par value authorized.	Number of shares outstanding.	Par value per share.	Total par value issued and outstanding.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Preferred,	\$200,000.00	2,000	\$100.00	\$200,000	6	\$12,000
Common,	400,000.00	4,000	100.00	400,000	3	12,000
Total,	\$600,000.00	6,000	.....	600,000	..	\$24,000

Total number of stockholders, 220.

Total number of stockholders in this state, 199.

Amount of stock held in this state, \$585,300.

Funded Debt.

Description.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.
1st Mtg. Gold.	July 1, 1904.	20	July 1, 1924.	\$375,000.00	\$375,000.00

INTEREST.

Rate.	When payable.	Accrued during year.
5 per cent.	January and July.	\$18,750.00

Per mile of single track owned exclusive of sidings and turnouts, 19.755 miles

Capital stock outstanding, \$30,372.05

Funded debt outstanding, 18,982.53

Total, \$49,354.58

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Construction and Equipment.

Account.	Total cost to June 30, 1909.	Additions during year.	Deductions during year.	Total cost to June 30, 1910.
Organization,	\$112,937.90	.....	.....	\$112,937.90
Engineering and superintend- ence,	128,571.17	.....	.....	128,571.17
Right of way,	20,710.97	\$3,979.40	.....	24,690.37
Track and roadway construc- tion,	442,719.22	.....	.....	442,719.22
Electric line construction, . .	55,019.93	.....	.....	55,019.93
Real estate used in operation of road,	11,553.73	.....	.....	11,553.73
Buildings and fixtures used in operation of road,	61,084.56	.....	.....	61,084.56
Interest and discount,	24,031.16	.....	.....	24,031.16
 Total construction,	 \$856,628.64	 \$3,979.40	.....	\$860,608.04
Power plant equipment,	\$53,884.27	.....	.....	\$53,884.27
Shop tools and machinery, . .	1,575.12	.....	.....	1,575.12
Cars,	44,349.07	.....	.....	44,349.07
Electric equipment of cars, . .	43,619.03	.....	.....	43,619.03
Miscellaneous equipment, . . .	2,778.82	.....	.....	2,778.82
Miscellaneous,	12,860.67	.....	.....	12,860.67
 Total equipment,	 \$159,066.98	.....	.....	\$159,066.98
 Grand total construction and equipment,	 1,015,695.62	.....	.....	\$1,019,675.02
 Cost of construction and equip- ment per mile of road owned exclusive of sidings and turnouts, . . . . .	.....	.....	.....	\$51,616.05

Income Account for Year ending June 30, 1910.

Gross earnings from operation,	\$112,383.67	
Operating expenses,	56,361.51	
Net earnings from operation,		\$56,022.16
Gross income less operating expenses,		\$56,022.16
Deductions from income:		
Taxes:		
On capital stock,	\$3,020.00	
On earnings (express),	311.62	
*Miscellaneous,	4,293.32	\$7,624.94
*Paid state as tax on funded and floating debt,		\$4,030.00
*Federal corporation tax,		263.32
		<u>\$4,293.32</u>

Income Account for Year ending June 30, 1910.—*Continued.*

Interest:

On funded debt,	\$18,750.00	
On floating debt,	2,243.26	20,993.26

Other deduction from income:

Thames Ferry Co.,	3,885.89	
Sundry expense accounts,	2,115.00	34,619.09
Net income,		\$21,403.07

Deductions from net income:

New fixtures and equipment,	\$841.09	
Dividends, 6% on \$200,000 preferred stock,	12,000.00	
Dividends, 3% on \$400,000 common stock,	12,000.00	24,841.09

Deficit for year,		\$3,438.02
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Surplus at beginning of year,	\$22,589.13	
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Profit or loss adjustments during year:

Credits, by profit and loss account,	9,375.00	31,964.13
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Surplus at close of year,		\$28,526.11
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Gross Earnings from Operations.

Car earnings:

Passengers,	\$96,732.07	
Chartered cars,	211.95	
Express,	9,003.03	
Tickets sold by Thames Ferry Co.,	5,854.32	\$111,801.37

Miscellaneous earnings:

Advertising,	\$404.62	
Rent of land and buildings,	9.00	
Sale of junk, etc.,	168.68	582.30
Total,		\$112,383.67

Operating Expenses.

MAINTENANCE.

Way and structures:

Maintenance of track and roadway,	\$4,163.96	
Maintenance of electric line,	450.60	
Maintenance of buildings and fixtures,	164.67	
Total,		\$4,779.23

Equipment:

Maintenance of steam plant,	\$372.64	
Maintenance of electric plant,	4.44	
Maintenance of cars,	3,845.65	
Maintenance of electric equipment of cars,	3,570.88	
Maintenance of miscellaneous equipment,	72.37	
Miscellaneous shop expenses,	438.10	
Total,		8,304.08

Operating Expenses.—Continued.**TRANSPORTATION.****Operation of power plant:**

Power plant wages,	\$4,225.75
Fuel for power,	9,043.12
Water for power,	915.58
Lubricants and waste for power plant,	503.72
Miscellaneous supplies and expenses of power plant,	388.00

Total, 15,076.17

Operation of cars:

Superintendence of transportation,	\$1,450.00
Wages of conductors,	7,528.76
Wages of motormen,	7,581.09
Wages of miscellaneous car service employees,	887.06
Wages of car house employees,	1,833.65
Car service supplies,	767.08
Miscellaneous car service expenses,	281.37
Cleaning and sanding track,	332.06
Removal of snow and ice,	536.98

Total, 21,198.05

GENERAL.

Salaries of general officers,	\$2,365.97
Salaries of clerks,	812.05
Printing and stationery,	229.46
Miscellaneous office expenses,	286.48
Advertising and attractions,	219.51
Miscellaneous general expenses,	661.46
Damages,	899.12
Legal expenses in connection with damages,	6.50
Miscellaneous legal expenses,	319.00
Rent of land and buildings,	174.83
Insurance,	1,029.60

Total, 7,003.98

Grand total, \$56,361.51

Comparative General Balance Sheet.

Total, June 30, 1909.	Assets.	Total, June 30, 1910.	Increase, year ending June 30, 1910.	Decrease, year ending June 30, 1910.
\$1,015,695.62	Construction and equip- ment,	\$1,019,675.02	\$3,979.40	.....
15,007.51	Current assets as follows:	11,355.49	.....	\$3,652.02
4,300.00	Cash,	4,300.00	.....	.....
2,000.00	Bills receivable,	2,000.00	.....	.....
	Material and supplies,	14,075.00	14,075.00	.....
	Profit and loss,			
\$1,037,003.13	Total,	\$1,051,405.51	\$18,054.40	\$3,652.02

Comparative General Balance Sheet.—Continued.

Total, June 30, 1909.	Liabilities.	Total, June 30, 1910.	Increase year ending June 30, 1910.	Decrease, year ending June 30, 1910.
\$200,000.00	Capital stock, preferred,	\$200,000.00	.....	.....
400,000.00	Capital stock, common,	400,000.00	.....	.....
375,000.00	Funded debt, . . .	375,000.00	.....	.....
	Current liabilities as fol-			
	lows:			
29,600.00	Loans and notes payable,	33,579.40	\$3,979.40	.....
349.00	Matured interest on			
	funded debt unpaid,	225.00	.....	\$124.00
90.00	Dividends unpaid, . .	.....	.....	90.00
	Accrued liabilities as fol-			
	lows:			
	Taxes accrued and not			
	yet due, . . .	4,700.00	4,700.00	.....
9,375.00	Interest on funded debt			
	accrued and not yet due,	9,375.00	.....	.....
22,589.13	Surplus, . . .	28,526.11	5,936.98	.....
\$1,037,003.13	Total, . . .	\$1,051,405.51	\$14,616.38	\$214.00

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage,	419,950
Freight, mail, and express car mileage,	24,560
Total car mileage,	444,510
Passenger car hours,	33,125
Freight, mail, and express car hours,	2,585
Total car hours,	35,710
Fare passengers carried,	2,171,334
Complimentary and passes,	36,851
Total passengers carried,	2,208,185
*Average fare, revenue passengers, . . . . .	.0473
*Average fare, all passengers (including transfer	
passengers), . . . . .	.0466
Car earnings per car mile, . . . . .	.2515
Miscellaneous earnings per car mile, . . . . .	.0013
Gross earnings per car mile, . . . . .	.2528
Car earnings per car hour,	3.1308
Miscellaneous earnings per car hour, . . . . .	.0163
Gross earnings per car hour,	3.1471
Operating expenses per car mile, . . . . .	.1268
Operating expenses and taxes per car mile, . . . . .	.1439

*In computing "Average Fare Revenue Passengers" and "Average Fare All Passengers," the figures used for the dividend in the calculation in each case, included the cash received from the Thames Ferry Co. This amount is this company's proportion of cash received by the Ferry Co. for tickets sold by them. These tickets (or transfers) include a ferry fare and a ride to the first fare terminal of the Street Railway Co.

Mileage, Traffic, and Miscellaneous Statistics.—Continued.

Operating expenses per car hour,	1.5783
Operating expenses and taxes per car hour,	1.7918
Operating expenses per cent. of gross earnings,	50.15
Operating expenses and taxes per cent. of gross earnings,	56.93
Average number of employees, not including officials, during year,	40
Aggregate amount of wages paid employees,	\$28,596.11
Amount of salaries paid officials,	3,815.97

CROSSINGS, ETC.

Steam railroad crossings over grade,	3
Steam railroad crossings under grade,	1

Commutation or other form of tickets at reduced rates: 50 ride school tickets sold at three cents per fare, good from 7 a. m. to 5 p. m. Special rate tickets sold at forty rides for \$1.50, good only between certain points.

Description of Road and Equipment.**TRACK.**

	Owued.	Total operated.
Length of road (first main track),	19.755	19.755
Length of sidings and turnouts, . . . . .	.900	.900
Total computed as single track,	20.655	20.655

RAILS.

Name of	Weight per yard.	Steel (miles of).	Total.
"T,"	70 lbs.	41.31	41.31
Girder Groove, . . . . .	.....	.253	.253
Total miles of, . . . . .	.....	41.563	41.563

Gauge of track, 4 feet 8½ inches.

PAVING.

	Miles.
Belgium block, . . . . .	.0965
Vitrified brick, . . . . .	.0132
Total miles, . . . . .	.1097

Description of Road and Equipment.—Continued.**CARS, ETC.**

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars equipped with full vestibule,	8	.....	8
Open passenger cars,	8	2	10
Total passenger cars,	16	2	18
Express cars,	1	.....	1
Work cars,	1	.....	1
Miscellaneous, . . . . .	.....	1	1
Total,	18	3	21

EMPLOYEES.

	Average number of hrs. on duty per day.	Wages per day.
Conductors,	10	\$2.10
Motormen,	10	2.10
Watchmen,	12	2.10
Roadmen,	10	1.50
Engineers,	12	2.75
Firemen,	12	2.00
Electricians,	10	3.09
Machinists and mechanics,	10	2.10

List of All Accidents During Year Ended June 30, 1910.

Passengers, injured from causes beyond their own control,	1
Other persons, injured from causes beyond their own control,	2
Passengers, injured from their own misconduct or carelessness,	17
Other persons, injured from their own misconduct or carelessness,	4
Total,	24
Amount paid for injuries and damages caused by accidents:	
Paid by the company,	\$899.12

Description of Accidents.

July 2, 1909. Man stepped from moving car; no injuries.
 July 5, 1909. Man jumped from moving car; no injuries.
 July 9, 1909. Woman jumped from running car; no injuries.
 July 20, 1909. Team struck; no injuries.
 July 25, 1909. Man jumped from running car; no injuries.
 August 2, 1909. Man stepped from moving car; no injuries.
 August 8, 1909. Intoxicated man left car and tried to board same after it had started; cut face.

August 22, 1909. Man stepped backward off running board; slight injuries.

Sept. 4, 1909. Woman stepped from car after it had started; no injuries.

Sept. 9, 1909. Woman stepped from running board before car stopped; no injuries.

Sept. 11, 1909. Man fell from moving car; slight injury.

Sept. 17, 1909. Woman stepped from running car; no injuries.

Sept. 19, 1909. Woman thrown from running board; injured hip.

Oct. 2, 1909. Woman stepped off car before it stopped; slight injury.

Nov. 13, 1909. Intoxicated man fell from car; no injuries.

Feb. 11, 1910. Man fell trying to board running car.

March 14, 1910. Car struck team, throwing out two men, one of whom sustained slight injuries about the head.

April 30, 1910. Intoxicated man fell from car; injured about the head.

April 30, 1910. Intoxicated man fell from car; very slight injury.

May 5, 1910. Intoxicated man tried to board moving car; no injury.

May 22, 1910. Automobile struck, throwing out three occupants, one of whom sustained very slight injuries.

June 5, 1910. Man fell from running board, injuring knee and bruising face.

June 6, 1910. Intoxicated man jumped from car, sustaining scalp wound.

June 18, 1910. Man jumped from running board; leg bruised.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW LONDON, } ss.

Personally appeared before me, Thomas Hamilton, President, and Costello Lippitt, Treasurer, of the Groton and Stonington Street Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1910, according to the best of their knowledge and belief.

Signed,

THOMAS HAMILTON,

President.

COSTELLO LIPPITT,

Treasurer.

Sworn and subscribed to before me, this seventh day of September, A. D. 1910.

GUY B. DOLBEARE,

Notary Public.

HARTFORD & SPRINGFIELD STREET RAILWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1910.

Capital authorized by charter,	\$1,000,000.00	
Capital stock outstanding,	785,000.00	
Bonds outstanding,	961,000.00	
Floating indebtedness,	34,000.00	
Total stock, bonds, and floating debt,	1,780,000.00	
Capital stock issued per mile of road owned,	17,463.84	
Bonds issued per mile of road owned,	21,379.31	
Cost of construction,	1,305,563.73	
Cost of equipment,	476,969.86	
Total cost of construction and equipment,	1,782,533.59	
Cost of construction and equipment per mile of road owned,	39,655.92	
Gross earnings from operation,	200,814.70	
Operating expenses,	126,862.71	
Net earnings,	73,951.99	
Gross income from all sources,	73,951.99	
Per cent. of operating expenses to gross earnings,		63.17
Gross earnings per mile operated,	4,467.51	
Operating expenses per mile operated,	2,822.31	
Net earnings per mile operated,	1,645.20	
Car earnings per car mile; . . . . .	.24033	
Miscellaneous earnings per car mile, . . . . .	.00076	
Gross earnings per car mile, . . . . .	.24109	
Operating expenses per car mile, . . . . .	.14681	
Net earnings per car mile, . . . . .	.09428	
Car earnings per car hour,	3.06052	
Miscellaneous earnings per car hour, . . . . .	.00966	
Gross earnings per car hour,	3.07018	
Operating expenses per car hour,	1.93955	
Net earnings per car hour,	1.13063	
Taxes paid state,	11,530.50	
Interest paid,	49,424.13	
Dividend paid,	2,850.00	
Total length of main track owned,		44.950
Total length of main track operated,		44.950
Total car mileage,		832,930
Total car hours,		65,408
Fare passengers carried,		3,434,156

Fare passengers per mile run (passenger), . . .	4.23488
Fare passengers per car hour (passenger), . . .	57.7091
Fare passengers per mile of main track operated, .	76,399
Average fare revenue passengers, . . . . .	.0571
Average fare all passengers (including transfer passengers), . . . . .	.0546
Average number of employees during year, . . .	101
Accidents: Killed,	2
Injured,	4

Description of Lines.

From—	To—	Length of road (first main track).	Length of sidings and turnouts.	Total com- puted as single track.
East Windsor Hill	State Line.	13.000	2.823	15.823
Windsor	Suffield.	9.700	.056	9.756
Enfield Street	Somers.	7.800	.057	7.857
Warehouse Point	Union Street, Rockville,	14.450	.214	14.664
Total, . . . . .	.....	44.950	3.150	48.100

Corporate Name and Address of Company.

Hartford and Springfield Street Railway Co., Treasurer's office, 53 State St., Boston, Mass.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Organized February 11, 1895, under Connecticut laws, as the Enfield and Longmeadow Electric Railway Co.

On April 1, 1904, purchased all the rights, property and franchises of the Somers and Enfield Electric Railway Co.

On September 1, 1904, purchased all the rights, property, and franchises of the Windsor Locks Traction Co.

On July 20, 1906, purchased all the rights, property, and franchises of the Rockville, Broad Brook and East Windsor Street Railway Co.

Officers of the Company.

Name.	Title.	Official Address.
WILLIAM A. TUCKER,	President,	Boston, Mass.
THOS. C. PERKINS,	1st Vice-President,	Hartford, Conn.
ARTHUR PERKINS,	Secretary,	" "
CHAUNCEY ELDRIDGE,	Treasurer,	Boston, Mass.
H. S. NEWTON,	General Manager,	Warehouse Pt., Conn.

Directors of the Company.

Name.	Residence
WM. A. TUCKER,	Boston, Mass.
CHAUNCEY ELDRIDGE,	" "
THOS. C. PERKINS,	Hartford, Conn.
FRANCIS R. COOLEY,	" "
EARL D. CHURCH,	" "
NORMAND F. ALLEN,	" "
HAROLD STEVENS,	" "
CHAS. A. THOMPSON,	Ellington, "
FREDERIC HARRIS,	Springfield, Mass.

Date of close of fiscal year, June 30th.

Date of stockholders' annual meeting, third Tuesday in July.

Capital Stock.

Description.	Total par value authorized.	Number of shares outstanding.	Par value per share.	Total par value issued and outstanding.	DIVIDENDS DURING YEAR.	
					Amount.	Rate.
Preferred, }	\$1,000,000.00	2,850	\$100.00	\$285,000.00	\$2,850.00	1
Common, }		5,000	100.00	500,000.00		
Total,	\$1,000,000.00	7,850	.....	\$785,000.00	\$2,850.00	

Total number of stockholders, 332.

Total number of stockholders in this state, 212.

Amount of stock held in this state, \$154,400.00.

Funded Debt.

Description.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.
First Mortgage, .	July 1, 1901	20	July 1, 1921	\$600,000.00	\$600,000.00
Windsor Locks Trac- tion Co., 1st Mtge.,	July 1, 1904	20	July 1, 1924	300,000.00	161,000.00
Rockville, Broad Brook & East Windsor St. Ry. Co., 1st Mtge., .	April 1, 1906	20	April 1, 1926	300,000.00	200,000.00
Total, . . . . .	.....	.....	.....	\$1,200,000.00	\$961,000.00

INTEREST.

Rate.	When payable.	Accrued during year.
5 per cent.	January and July.	\$30,000.00
5 per cent.	January and July.	8,050.00
5 per cent.	April and October.	10,000.00
Total,		\$48,050.00

Per mile of single track owned exclusive of sidings and turnouts, 44.950 miles.

Capital stock outstanding, \$17,463.84

Funded debt outstanding, 21,379.31

Total, \$38,843.15

Construction and Equipment.

Account.	Total cost to June 30, 1909.	Additions during year.	Deductions during year.	Total cost to June 30, 1910.
Track and roadway construction,	\$1,042,131.46	\$1,417.01		\$1,043,548.47
Electric line construction,	202,419.21			202,419.21
Real estate used in operation of road,	45,772.44	122.42		45,894.86
Buildings and fixtures used in operation of road,	10,701.19			10,701.19
Investment real estate,	3,000.00			3,000.00
Interest and discount,				
Total construction,	\$1,304,024.30	\$1,539.43		\$1,305,563.73
Power plant equipment,	\$178,518.28			\$178,518.28
Shop tools and machinery,	592.61			592.61
Cars,	295,573.56			295,573.56
Electric equipment of cars, }	1,075.41			1,075.41
Miscellaneous equipment,	1,210.00			1,210.00
Interest and discount,				
Total equipment,	\$476,969.86			\$476,969.86
Grand total construction and equipment,	\$1,780,994.16	\$1,539.43		\$1,782,533.59
Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts,				\$39,655.92

Income Account for Year ending June 30, 1910.

Gross earnings from operation,	\$200,814.70		
Operating expenses,	126,862.71		
Net earnings from operation,			\$73,951.99
Gross income less operating expenses,			\$73,951.99
Deductions from income:			
Taxes:			
On real and personal property,	\$79.50		
On capital stock,	11,530.50		
*Miscellaneous,	690.00	\$12,300.00	
Interest:			
On funded debt,	\$48,049.97		
On floating debt,	1,374.16	49,424.13	61,724.13
Net income,			\$12,227.86
Deductions from net income:			
Dividends: 1% on \$285,000 preferred stock,			2,850.00
Surplus for year,			9,377.86
Surplus at beginning of year,	\$3,200.83		
Profit or loss adjustments during year:			
Credits: Adjustment stock account,		483.14	3,683.97
Surplus at close of year,			\$13,061.83

Gross Earnings from Operations.

Car earnings:			
Passengers,	\$196,307.51		
Freight, \$3,884.58; less expense, \$727.79,	3,156.79		
Mail,	718.77		
			\$200,183.07
Miscellaneous earnings:			
Advertising,	\$417.04		
Rent of land and buildings,	12.00		
Sale of power,	95.15		
Rent of poles,	101.48		
Com. on toll station,	5.96		
			631.63
Total,			\$200,814.70

*Sprinkling tax, \$50.00.

Over accrual, 640.00.

Operating Expenses.

MAINTENANCE.

Way and structures:

Maintenance of track and roadways,	\$7,558.43	
Maintenance of electric line,	2,714.43	
Maintenance of buildings and fixtures,	726.76	
Total,		\$10,999.62

Equipment:

Maintenance of steam plant,	\$2,089.97	
Maintenance of electric plant,	315.52	
Maintenance of cars,	9,201.73	
Maintenance of electric equipment of cars,	6,826.35	
Maintenance of miscellaneous equipment,	538.33	
Miscellaneous shop expenses,	2,068.10	
Total,		21,040.00

TRANSPORTATION.

Operation of power plant:

Power plant wages,	\$5,615.86	
Fuel for power,	23,349.69	
Water for power,	19.91	
Lubricants and waste for power plant,	678.88	
Miscellaneous supplies and expenses of power plant,	67.59	
Total,		\$29,731.93

Operation of cars:

Superintendence of transportation,	\$967.52	
Wages of conductors,	14,729.40	
Wages of motormen,	14,973.32	
Wages of miscellaneous car service employees,	2,112.12	
Wages of car house employees,	3,597.27	
Car service supplies,	1,050.36	
Miscellaneous car service expenses,	628.70	
Cleaning and sanding track,	1,258.74	
Removal of snow and ice,	839.53	
Total,		40,156.96

GENERAL.

Salaries of general officers,	\$3,999.96	
Salaries of clerks,	2,131.49	
Printing and stationery,	201.25	
Miscellaneous office expenses,	1,575.62	
Advertising and attractions,	5,848.67	
Miscellaneous general expenses,	1,628.19	
Damages,	182.71	
Miscellaneous legal expenses,	259.28	
Rent of land and buildings,	15.00	
Rent of tracks and terminals,	629.50	
Insurance: Fire, \$2,904.33; accident, \$5,558.20,	8,462.53	
Total,		24,934.20
Grand total,		\$126,862.71

Comparative General Balance Sheet.

Total, June 30, 1909.	Assets.	Total, June 30, 1910.	Increase, year ending June 30, 1910.	Decrease, year ending June 30, 1910.
\$1,780,994.16	Construction and equip- ment,	\$1,782,533.59	\$1,539.43	
11,040.24	Other permanent invest- ments as follows:			
	Stocks and bonds of other companies,	11,040.24		
3,370.44	Current assets, as follows:			
2,741.21	Cash,	2,441.83		\$928.61
8,967.26	Bills receivable,	3,400.69	659.48	
1,952.52	Material and supplies,	7,045.29		1,921.97
	Prepaid accounts, . . .	1,595.45		357.07
\$1,809,065.83	Total,	\$1,808,057.09	\$ 2,198.91	\$3,207.65

Total, June 30, 1909.	Liabilities.	Total, June 30, 1910.	Increase, year ending June 30, 1910.	Decrease, year ending June 30, 1910.
\$285,000.00	Capital stock, preferred,	\$285,000.00	.....	.....
500,000.00	Capital stock, common,	500,000.00	.....	.....
961,000.00	Funded debt,	961,000.00	.....	.....
	Current liabilities as fol- lows:			
46,000.00	Loans and notes pay- able,	34,000.00	.....	\$12,000.00
2,993.82	Accounts payable, . . .	3,484.11	\$490.29	.....
	Accrued liabilities as fol- lows:			
8,371.16	Taxes accrued and not yet due,	9,011.16	640.00	.....
2,500.02	Interest on funded debt accrued and not yet due,	2,499.99	.....	.03
3,200.83	Surplus,	13,061.83	9,861.00	.....
\$1,809,065.83	Total,	\$1,808,057.09	\$10,991.29	\$12,000.03

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage,	810,921
Freight, mail, and express car mileage,	22,009
Total car mileage,	832,930
Passenger car hours,	59,508
Freight, mail, and express car hours,	5,900
Total car hours,	65,408
Fare passengers carried,	3,434,156
Transfer passengers carried,	159,243
Total passengers carried,	3,593,399

Mileage, Traffic, and Miscellaneous Statistics — Continued.

Average fare, revenue passengers, . . . . .	.0571
Average fare, all passengers (including transfer passengers), . . . . .	.0546
Car earnings per car mile, . . . . .	.24033
Miscellaneous earnings per car mile, . . . . .	.00076
Gross earnings per car mile, . . . . .	.24109
Car earnings per car hour,	3.06052
Miscellaneous earnings per car hour, . . . . .	.00966
Gross earnings per car hour,	3.07018
Operating expenses per car mile, . . . . .	.14681
Operating expenses and taxes per car mile, . . . . .	.16157
Operating expenses per car hour,	1.93955
Operating expenses and taxes per car hour,	2.1123
Operating expenses per cent. of gross earnings,	63.17
Operating expenses and taxes per cent. of gross earnings,	69.29
Average number of employees, not including officials, during year,	101
Aggregate amount of wages paid employees,	\$67,487.77
Amount of salaries paid officials,	3,999.96

CROSSINGS, ETC.

Steam railroad crossings over grade,	3
Steam railroad crossings under grade,	2

Commutation or other form of tickets at reduced rates: Books of fifty-two tickets each are sold for \$2.60, good only during the month in which they are issued.

Description of Road and Equipment.**TRACK.**

	Owned.	Operated.
Length of road (first main track),	44.950	44.950
Length of sidings and turnouts,	3.150	3.150
Total computed as single track,	48.100	48.100

*In order to arrive at correct results in computing the operating expense per car mile, it is necessary to take into consideration the fact that the cars of this company operated, during the period covered by this report, 261,420 miles over the tracks of the Hartford lines of the Connecticut Company in excess of the mileage reported, viz., 832,930. The accounts affected are 6, 7, 9, and 21, which amount to \$19,146.54. Dividing this figure by the combined mileage, viz., 1,094,350, shows the actual cost of maintenance of cars and equipment per mile as \$0.01749. Deducting this amount, viz., \$19,146.54, from the total cost of operation, \$126,862.71, leaves a balance of \$107,716.17 to be divided by the actual number of car miles operated over the tracks of the Hartford and Springfield Street Railway Company, viz., 832,930, showing a cost per car mile of .12932, and the sum of these two items gives the gross operating expenses per car mile as .14681, as shown in the report.

RAILS.

Name of	Weight per yard.	Steel (Miles of).	Total.
"T,"	56, 60, 70	48.100	48.100

Gauge of track, 4 feet 8½ inches.

PAVING.

Macadam,	Miles. 2.330
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CARS, ETC.

	With electric equip-ment.	Without electric equip-ment.	Total number.
Closed passenger cars equipped with full vestibule,	17	.....	17
Open passenger cars,	25	.....	25
Total passenger cars,	42	.....	42
Express cars,	2	.....	2
Work cars,	3	.....	3
Snow plows,	3	.....	3
Total,	50	.....	50

EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors,	9.5	\$2.00 to \$2.23
Motormen,	9.5	2.00 to 2.28
Starters,	10	2.50
Watchmen,	12	2.25
Switchmen,	10	1.50
Roadmen,	10	1.50
Linemen,	10	2.00 to 3.30
Engineers,	12	2.25 to 4.00
Firemen,	12	2.25
Electricians,	10	3.00
Machinists and mechanics,	10	2.00 to 4.00

List of All Accidents During Year ended June 30, 1910.

Cause and nature of injury.	FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.
Passengers,		3		3
Other persons,	2	1	2	1
Total,	2	4	2	4

Description of Accidents.

July 13, 1909. Man struck by car and injured internally, dying later as result.

Sept. 25, 1909. Intoxicated man jumped from moving car and was slightly injured about head.

Nov. 21, 1909. Intoxicated man jumped from moving car and cut about the face.

April 27, 1910. Intoxicated man, lying beside track, struck by car and skull fractured; died later.

May 23, 1910. Man fell in car and struck head against seat; slightly cut.

June 21, 1910. Milk cart struck by car and driver cut about the face.

Oath.

COMMONWEALTH OF MASSACHUSETTS, }
COUNTY OF SUFFOLK, } ss.

Personally appeared before me, Wm. A. Tucker, President, and Chauncey Eldridge, Treasurer, of the Hartford and Springfield Street Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1910, according to the best of their knowledge and belief.

Signed,

WM. A. TUCKER,

President.

CHAUNCEY ELDRIDGE,

Treasurer.

Sworn and subscribed to before me, this twenty-sixth day of September, A. D. 1910.

DAN'L K. SNOW,

Notary Public.

NEW LONDON & EAST LYME STREET RAIL- WAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1910.

Capital authorized by charter,	\$225,000.00	
Capital stock outstanding,	150,000.00	
Bonds outstanding,	200,000.00	
Floating indebtedness,	143,187.27	
Total stock, bonds, and floating debt,	493,187.27	
Capital stock issued per mile of road owned,	13,636.36	
Bonds issued per mile of road owned,	18,181.82	
Cost of construction,	381,028.42	
Cost of equipment,	97,716.06	
Total cost of construction and equipment,	478,744.48	
Cost of construction and equipment per mile of road owned,	43,522.23	
Gross earnings from operation,	45,195.50	
Operating expenses,	36,986.81	
Net earnings,	8,208.69	
Gross income from all sources,	8,208.69	
Per cent. of operating expenses to gross earnings,		81.81
Gross earnings per mile operated,	4,108.68	
Operating expenses per mile operated,	3,362.44	
Net earnings per mile operated,	746.24	
Car earnings per car mile, . . . . .	.246	
Miscellaneous earnings per car mile, . . . . .	.002	
Gross earnings per car mile, . . . . .	.248	
Operating expenses per car mile, . . . . .	.203	
Net earnings per car mile, . . . . .	.045	
Car earnings per car hour,	2.867	
Miscellaneous earnings per car hour, . . . . .	.0024	
Gross earnings per car hour,	2.891	
Operating expenses per car hour,	2.366	
Net earnings per car hour, . . . . .	.525	
Taxes paid state,	2,730.82	
Interest paid,	13,777.60	
Total length of main track owned,		11.000
Total length of main track operated,		11.000
Total car mileage,		181,643
Total car hours,		15,632
Fare passengers carried,		891,313
Fare passengers per mile run (passenger), . . . . .		.5576

Fare passengers per car hour (passenger), . . .	6.480
Fare passengers per mile of main track operated, .	81,023
Average fare revenue passengers,	4.742
Average number of employees during year, . . .	18

Description of Lines.

From	To	Length of road (first main track).	Total length of main tracks.	Length of sidings and turnouts.	Total computed as single track.
New London, Ct.	Niantic, Ct.	11.000	11.000	.1382	11.1382

Corporate Name and Address of Company.

The New London and East Lyme Street Railway Co., New London, Conn.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Chartered as The East Lyme Street Railway Co., 1899. In 1901 time for organization extended to May 17, 1903. Organized February 7, 1903. By amendment to charter in 1903, the time allowed for construction was extended to July 1, 1907. Construction began March, 1905. Part of road opened October 7, 1905. Completed December 7, 1905. Name changed December, 1904, by decree of Superior Court for New London County to the New London and East Lyme Street Railway Co.

Officers of the Company.

Name.	Title.	Official Address.
THOMAS HAMILTON,	President,	New London, Conn.
WALTER R. DENNISON,	Vice-President,	" " "
FRED'K P. LATIMER,	Secretary,	" " "
S. W. C. JONES,	Treasurer,	" " "

Directors of the Company.

Name.	Residence.
THOMAS HAMILTON,	New London, Conn.
WALTER R. DENNISON,	" " "
J. R. LINDSLEY,	" " "
FRED'K P. LATIMER,	" " "
CHAS. KLINCK,	" " "
PHILIP C. DUNFORD,	" " "
SELDON B. MANWARING,	Waterford, Conn.
CHAPMAN H. HYAMS, JR.,	New Orleans, La.
S. W. C. JONES,	Greenwich, Conn.

Date of close of fiscal year, June 30th.

Date of stockholders' annual meeting, second Tuesday in August.

Capital Stock.

Description.	Total par value authorized.	Number of shares outstanding.	Par value per share.	Total par value issued and outstanding.
Preferred, . . .	\$70,000	700	\$100	\$70,000
Common, . . .	155,000	800	100	80,000
Total, . . .	\$225,000	.....	.....	\$150,000

Total number of stockholders, 54.

Total number of stockholders in this state, 46.

Amount of stock held in this state, \$135,900.

Funded Debt.

Description.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.
Coupon bonds, .	Apr. 1, 1905	30	1935.	\$200,000	\$200,000

INTEREST.

Rate.	When payable.	Accrued during year.
5 per cent.	April and October.	\$10,000

Per mile of single track owned exclusive of sidings and turnouts, 11.000 miles

Capital stock outstanding, \$13,636.36

Funded debt outstanding, 18,181.82

Total, \$31,818.18

Construction and Equipment.

Account.	Total cost to June 30, 1909.	Additions during year.	Total cost to June 30, 1910.
Organization,	\$27,231.75	.....	\$27,231.75
Engineering and superintendence, . .	7,070.52	.....	7,070.52
Right of way,	800.00	.....	800.00
Track and roadway construction, . .	211,302.01	.....	211,302.01
Electric line construction,	65,115.86	.....	65,115.86
Real estate used in operation of road, .	375.00	.....	375.00
Buildings and fixtures used in operation of road,	20,918.21	.....	20,918.21
Investment real estate,	7,511.94	.....	7,511.94
Interest and discount,	31,566.05	.....	31,566.05
Miscellaneous,	9,137.08	.....	9,137.08
Total construction,	\$381,028.42	.....	\$381,028.42
Power plant equipment,	\$19,718.50	.....	\$19,718.50
Shop tools and machinery,	49.65	.....	49.65
Cars,	70,908.13	.....	70,908.13
Electric equipment of cars,	3,873.79	.....	3,873.79
Miscellaneous equipment,	1,356.08	.....	1,356.08
Interest and discount,	1,672.83	.....	1,672.83
Miscellaneous,	137.08	.....	137.08
Total equipment,	\$97,716.06	.....	\$97,716.06
Grand total construction and equipment,	\$478,744.48	.....	\$478,744.48

Cost of construction and equipment per mile of road owned exclu- sive of sidings and turnouts,	\$43,522.23
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Income Account for Year ending June 30, 1910.

Gross earnings from operation,	\$45,195.50	
Operating expenses,	36,986.81	
Net earnings from operation,		\$8,208.69
Gross income less operating expenses, . . .		\$8,208.69
Deductions from income:		
Taxes:		
On real and personal property,	\$52.00	
On capital stock,	2,678.82	\$2,730.82

Income Account for Year ending June 30, 1910 — Continued.**Interest:**

On funded debt,	\$10,000.00		
On real estate mortgages,	75.00		
On floating debt,	3,702.60	13,777.60	16,508.42
<hr/>			
Deficit,			\$8,299.73
<hr/>			
Deficit for year,			\$8,299.73
Deficit at beginning of year,			17,177.46
<hr/>			
Deficit at close of year,			\$25,477.19

Gross Earnings from Operation.**Car earnings:**

Passengers,	\$42,267.45	
Freight,	2,345.53	
Mail,	199.96	
<hr/>		
		\$44,812.94

Miscellaneous earnings:

Advertising,	\$315.92	
Other miscellaneous earnings,	66.64	382.56
<hr/>		
		\$45,195.50

Operating Expenses.**MAINTENANCE.****Way and structures:**

Maintenance of track and roadway,	\$1,305.55	
Maintenance of electric line,	113.02	
Maintenance of buildings and fixtures,	20.74	
<hr/>		
Total,		\$1,439.31

Equipment:

Maintenance of electric plant,	\$3.64	
Maintenance of cars,	1,154.98	
Maintenance of electric equipment of cars,	324.57	
Maintenance of miscellaneous equipment,	16.00	
Miscellaneous shop expenses,	7.78	
<hr/>		
Total,		1,506.97

TRANSPORTATION.**Operation of power plant:**

Power plant wages,	\$818.12	
Lubricants and waste for power plant,	3.75	
Miscellaneous supplies and expenses of power plant,	55.27	
Hired power,	13,141.91	
<hr/>		
Total,		14,019.05

Operating Expenses.—Continued.

Operation of cars:

Superintendence of transportation,	\$1,300.00
Wages of conductors,	3,293.12
Wages of motormen,	3,156.58
Wages of car house employees,	901.61
Car service supplies,	82.99
Miscellaneous car service expenses,	438.18
Cleaning and sanding track,	395.13
Removal of snow and ice,	29.13
Total,	9,596.74

GENERAL.

Salaries of clerks,	\$776.00
Printing and stationery,	86.39
Miscellaneous office expenses,	228.00
Advertising and attractions,	2,502.66
Miscellaneous general expenses,	526.96
Damages,	257.53
Rent of land and buildings,	250.00
Rent of tracks and terminals,	5,797.20
Total,	10,424.74
Grand total,	\$36,986.81

Comparative General Balance Sheet.

Total, June 30, 1909.	Assets.	Total, June 30, 1910.	Increase, year ending June 30, 1910.	Decrease, year ending June 30, 1910.
\$478,744.48	Construction and equipment,	\$478,744.48	.....	.....
	Current assets, as follows:			
95.52	Cash,	1,712.54	\$1,617.02	.....
375.00	Accounts receivable,	375.00	.....	.....
17,177.46	Deficit,	25,477.19	8,299.73	.....
\$496,392.46	Total,	\$506,309.21	\$9,916.75	.....

Comparative General Balance Sheet — *Continued.*

Total, June 30, 1909.	Liabilities.	Total, June 30, 1910.	Increase, year ending June 30, 1910.	Decrease, year ending June 30, 1910.
\$70,000.00	Capital stock, preferred,	\$70,000.00	.....	.....
80,000.00	Capital stock, common,	80,000.00	.....	.....
200,000.00	Funded debt,	200,000.00	.....	.....
1,500.00	Real estate mortgages,	1,500.00	.....	.....
	Current liabilities, as follows :			
140,909.91	Loans and notes payable,	143,187.27	\$2,277.36	.....
1,482.55	Accounts payable,	9,121.94	7,639.39	.....
	Accrued liabilities as follows :			
2,500.00	Interest on funded debt ac- crued and not yet due,	2,500.00	.....	.....
\$496,392.46	Total,	\$506,309.21	\$9,916.75	.....

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage,	159,821
Freight and express car mileage,	21,822
Total car mileage,	181,643
Passenger car hours,	13,754
Freight, mail, and express car hours,	1,878
Total car hours,	15,632
Fare passengers carried,	891,313
Total passengers carried,	891,313
Average fare, revenue passengers,	4.742
Car earnings per car mile, . . . . .	.246
Miscellaneous earnings per car mile, . . . . .	.002
Gross earnings per car mile, . . . . .	.248
Car earnings per car hour,	2.867
Miscellaneous earnings per car hour,	0.024
Gross earnings per car hour,	2.891
Operating expenses per car mile, . . . . .	.203
Operating expenses and taxes per car mile, . . . . .	.218
Operating expenses per car hour,	2.366
Operating expenses and taxes per car hour,	2.540
Operating expenses per cent. of gross earnings,	81.81
Operating expenses and taxes per cent. of gross earnings,	87.88
Average number of employees, not including officials, during year,	18
Aggregate amount of wages paid employees,	10,552.18

Commutation or other forms of tickets at reduced rates: Round trip ticket from Niantic to New London, 30 cents; round trip ticket from Flanders to New London, 25 cents; school ticket, three cents each, in book form, 25 tickets for 75 cents.

Description of Road and Equipment.

TRACK.

	Owued.	Total operated.
Length of road (first main track), . .	11.000	11.000
Total length of main track, . .	11.000	11.000
Length of sidings and turnouts, . .	.1382	.1382
Total computed as single track, .	11.1382	11.1382

RAILS.

Name of, "T"; weight per yard, 70 lbs.; steel (miles of), 11.1382.

Gauge of track, 4 feet 8½ inches.

CARS, ETC.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars equipped with full vestibule,	4	.....	4
Open passenger cars,	5	.....	5
Total passenger cars,	9	.....	9
Combination cars,	1	.....	1
Work cars, . . . . .	.....	1	1
Snow plows, . . . . .	.....	1	1
Total,	10	2	12

EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors,	8½	\$1.90
Motormen,	8½	1.90
Watchmen,	12	2.25
Roadmen,	9	1.75
Electricians,	12	2.25
Machinists and mechanics,	10	2.25

Description of Accidents.

August 17, 1909, at Chapel's Corner, struck tea wagon and demolished it and broke horse's leg, which had to be killed; no person hurt.

On January 12, 1910, at Clark's Lane, hit milk wagon, broke crossbar and bent rear axle; no person hurt.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW LONDON, } ss.

Personally appeared before me, Thomas Hamilton, President, and S. W. C. Jones, Treasurer, of the New London and East Lyme Street Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1910, according to the best of their knowledge and belief.

Signed,

THOMAS HAMILTON,

President.

S. W. C. JONES,

Treasurer.

Sworn and subscribed to before me, this tenth day of September, A. D. 1910.

EDMUND CONDON,

Notary Public.

NORWICH & WESTERLY RAILWAY CO.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1910.

Capital authorized by charter,	\$700,000.00	
Capital stock outstanding,	618,200.00	
Bonds outstanding,	750,000.00	
Floating indebtedness,	257,246.93	
Total stock, bonds, and floating debt,	1,625,446.93	
Capital stock issued per mile of road owned,	28,620.37	
Bonds issued per mile of road owned,	34,722.22	
Cost of construction,	995,454.64	
Cost of equipment,	314,247.69	
Total cost of construction and equipment,	1,309,702.33	
Cost of construction and equipment per mile of road owned,	60,634.36	
Gross earnings from operation,	80,660.39	
Operating expenses,	59,145.99	
Net earnings,	21,514.40	
Gross income from all sources,	21,514.40	
Per cent. of operating expenses to gross earnings,		73.33
Gross earnings per mile operated,	3,159.44	
Operating expenses per mile operated,	2,316.73	
Net earnings per mile operated,	842.71	
Car earnings per car mile, . . . . .	.2407	
Miscellaneous earnings per car mile, . . . . .	.0009	
Gross earnings per car mile, . . . . .	.2416	
Operating expenses per car mile, . . . . .	.1772	
Net earnings per car mile, . . . . .	.0644	
Car earnings per car hour,	2.973	
Miscellaneous earnings per car hour,	0.011	
Gross earnings per car hour,	2.984	
Operating expenses per car hour,	2.188	
Net earnings per car hour,	0.796	
Taxes paid state,	2,510.92	
Interest accrued,	37,500.00	
Total length of main track owned,		21.600
Total length of main track operated,		25.530
Total car mileage,		333,893
Total car hours,		27,029
Fare passengers carried,		1,382,105
Fare passengers per mile run (passenger),		4.338
Fare passengers per car hour (passenger),		58.40

Fare passengers per mile of main track operated, .	54,137
Average fare revenue passengers, . . . . .	.0499
Average fare all passengers (including transfer passengers), . . . . .	.0499
Average number of employees during year, . .	35
Accidents: Killed,	1
Injured,	2

Description of Lines.

From—	To—	Length of road (first main track).	Totallength of main track.	Length of siding s and turnouts.	Total computed as single track.
Norwich, Conn..	Westerly, R. I.,	21.600	21.600	2.740	24.340
Westerly, R. I.,	Ashaway, R. I.,	3.930	3.930	.242	4.172

Corporate Name and Address of Company.

Norwich and Westerly Railway Co., Poquetanuck, Conn.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Organized October 30, 1903.

Organized under laws of State of Connecticut.

Frank B. Brandegee appointed receiver, September 14, 1909.

Officers of the Company.

Name.	Title.	Official Address.
A. E. LOCKE,	President,	Poquetanuck, Conn.
C. D. NOYES,	Secretary,	Norwich, “
H. P. PHELPS,	Treasurer,	Poquetanuck, “
H. P. PHELPS,	Auditor,	“ “
C. W. COMSTOCK,	General Counsel,	Norwich, “
J. T. COUSINS,	Superintendent,	Poquetanuck, “

Directors of the Company.

Name.	Residence.
H. H. GALLUP,	Norwich, Conn.
C. W. COMSTOCK,	“ “
C. D. NOYES,	“ “
R. W. PERKINS,	“ “
F. S. JEROME,	“ “
JOSEPH HALL,	“ “
A. E. LOCKE,	Lexington, Mass.
L. W. ARNOLD,	Westerly, R. I.
WM. SEGAR,	“ “
S. W. C. JONES,	New York City.
F. DE C. SULLIVAN,	“ “

Date of close of fiscal year, June 30th.

Date of stockholders' annual meeting, first Monday in August.

Capital Stock.

Description.	Total par value authorized.	Number of shares outstanding.	Par value per share.	Total par value issued and outstanding.
Preferred, . . .	\$250,000.00	1,682	\$100.00	\$168,200.00
Common, . . .	450,000.00	4,500	\$100.00	450,000.00
Total, . . .	\$700,000.00	6,182		\$618,200.00

Total number of stockholders, 126.

Total number of stockholders in this state, 110.

Amount of stock held in this state, \$152,000.

Funded Debt.

Description.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.
First Mtg. Bds.,	Mar. 1.	30	March, 1936	\$750,000.00	\$750,000.00

INTEREST.

Rate.	When payable.	Accrued during year.
5 per cent.	March and September.	\$37,500.00

Per mile of single track owned exclusive of sidings and turnouts, 21.600 miles

Capital stock outstanding, \$28,620.37

Funded debt outstanding, 34,722.22

Total, \$63,342.59

Construction and Equipment.

Account.	Total cost to June 30, 1909.	Additions during year.	Deductions during year.	Total cost to June 30, 1910.
Organization,	\$74,873.10	.....	.....	\$74,873.10
Engineering and superin- tendence,	20,060.91	.....	.....	20,060.91
Right of way,	35,260.07	.....	.....	35,260.07
Track and roadway construc- tion,	559,205.36	.....	.....	559,205.36
Electric line construction, Real estate used in opera- tion of road,	178,115.00	.....	.....	178,115.00
Buildings and fixtures used in operation of road,	750.00	.....	.....	750.00
Investment real estate,	88,470.66	.....	.....	88,470.66
Interest and discount,	4,850.00	.....	.....	4,850.00
Miscellaneous,	13,336.83	.....	.....	13,336.83
	20,532.71	.....	.....	20,532.71
Total construction,	\$995,454.64	.....	.....	\$995,454.64
Power plant equipment,	\$196,447.87	.....	.....	\$196,447.87
Shop tools and machinery,	2,617.51	.....	.....	2,617.51
Cars,	52,289.45	.....	.....	52,289.45
Electric equipment of cars,	50,162.13	.....	.....	50,162.13
Miscellaneous equipment,	6,825.75	.....	.....	6,825.75
Interest and discount,	2,645.67	.....	.....	2,645.67
Miscellaneous,	3,259.81	.....	.....	3,259.81
Total equipment,	\$314,247.69	.....	.....	\$314,247.69
Grand total construction and equipment,	\$1,309,702.33	.....	.....	\$1,309,702.33
Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts,				
				\$60,634.36

Construction and Equipment—Leased Lines.

	Total cost to June 30, 1910.
Organization,	\$600.00
Engineering and superintendence,	2,469.00
Right of way,	7,947.40
Track and roadway construction,	48,239.60
Electric line construction,	15,630.00
Miscellaneous,	114.00
Total construction,	\$75,000.00
Grand total construction and equipment,	\$75,000.00

Income Account for Year ending June 30, 1910.

Gross earnings from operation,	\$80,660.39	
Operating expenses,	59,145.99	
	<hr/>	
Net earnings from operation,		\$21,514.40
		<hr/>
Gross income less operating expenses,		\$21,514.40
Deductions from income:		
Taxes:		
On real and personal property,	\$489.08	
On capital stock,	2,510.92	\$3,000.00
	<hr/>	
Interest:		
On funded debt,	\$37,500.00	
On floating debt,	612.83	38,112.83
	<hr/>	
Rent of leased lines,	5,840.00	46,952.83
	<hr/>	
Net deficit,		25,438.43
		<hr/>
Deficit for year,		\$25,438.43
Deficit at beginning of year,	\$85,873.04	
Profit or loss adjustments during year:		
Debits,		85,873.04
		<hr/>
Deficit at close of year,		\$111,311.47

Gross Earnings from Operation.

Car earnings:		
Passengers,	\$68,983.53	
Freight,	10,562.93	
Mail,	808.42	
	<hr/>	
		\$80,354.88
Miscellaneous earnings: Advertising,		305.51
		<hr/>
Total,		\$80,660.39

Operating Expenses.**MAINTENANCE.****Way and structures:**

Maintenance of track and roadway,	\$5,048.69	
Maintenance of electric line,	207.43	
Maintenance of buildings and fixtures,	234.42	
	<hr/>	
Total,		\$5,490.54

Equipment:

Maintenance of steam plant,	\$883.50	
Maintenance of electric plant,	13.80	
Maintenance of cars,	2,170.53	
Maintenance of electric equipment of cars,	2,020.80	
Maintenance of miscellaneous equipment,	54.38	
Miscellaneous shop expenses,	150.48	
	<hr/>	
Total,		5,293.49

Operating Expenses.—Continued.

TRANSPORTATION.

Operation of power plant:

Power plant wages,	\$5,807.31
Fuel for power,	10,915.23
Lubricants and waste for power plant,	498.32
Miscellaneous supplies and expenses of power plant,	272.98

Total,	17,493.84
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Operation of cars:

Superintendence of transportation,	\$840.00
Wages of conductors,	6,537.87
Wages of motormen,	7,211.99
Wages of miscellaneous car service employees,	978.00
Wages of car house employees,	599.98
Car service supplies,	226.99
Miscellaneous car service expenses,	275.80
Hired equipment,	178.38
Cleaning and sanding track,	56.88
Removal of snow and ice,	147.89

Total,	17,053.78
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GENERAL.

Salaries of general officers,	\$1,350.00
Salaries of clerks,	853.50
Printing and stationery,	164.52
Miscellaneous office expenses,	137.82
Advertising and attractions,	2,695.37
Miscellaneous general expenses,	302.01
Damages,	458.22
Legal expenses in connection with damages,	35.00
Miscellaneous legal expenses,	4,059.95
Rent of land and buildings,	570.25
Rent of tracks and terminals,	2,258.10
Insurance,	929.60

Total,	13,814.34
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Grand total,	\$59,145.99
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Detailed Statement of Rentals of Leased Lines.

Ashaway and Westerly Railway Co.,	Total amount rental paid by lessee. \$5,840.00
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Comparative General Balance Sheet.

Total June 30, 1909.	Assets.	Total June 30, 1910.	Increase year ending June 30, 1910.	Decrease year ending June 30, 1910.
\$1,309,702.33	Construction & Equipm't, Other permanent invest- ments as follows :	\$1,309,702.33	.....	.....
320,000.00	Stocks and bonds of other companies,	320,000.00	.....	.....
	Current assets as follows:			
1,299.37	Cash,	3,935.56	2,636.19	.....
2,144.71	Bills receivable,	4,158.72	2,014.01	.....
1,127.35	Material and supplies,	2,511.32	1,383.97	.....
341.53	Prepaid accounts,	462.48	120.95	.....
85,873.04	Deficit,	111,311.47	25,438.43	.....
\$1,720,488.33	Total,	\$1,752,081.88	31,593.55	.....

Total June 30, 1909.	Liabilities.	Total June 30, 1910.	Increase year ending June 30, 1910.	Decrease year ending June 30, 1910.
\$168,200.00	Capital stock, preferred,	\$168,200.00	.....	.....
450,000.00	Capital stock, common,	450,000.00	.....	.....
750,000.00	Funded debt,	750,000.00	.....	.....
	Current liabilities as fol- lows :			
247,890.55	Loans and notes payable,	247,640.55	.....	250.00
16,551.86	Accounts payable,	9,606.38	.....	6,945.48
75,000.00	Matured interest on funded debt unpaid,	112,500.00	37,500.00	.....
	Accrued liabilities as follows :			
174.90	Taxes accrued and not yet due,	1,511.34	1,336.44	.....
12,500.00	Interest on funded debt accrued and not yet due,	12,500.00	.....	.....
171.02	Insurance accrued,	123.61	.....	47.41
\$1,720,488.33	Total,	1,752,081.88	38,836.44	7,242.89

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage,	318,593
Freight, mail, and express car mileage,	15,300
Total car mileage,	333,893
Passenger car hours,	23,665
Freight, mail, and express car hours,	3,364
Total car hours,	27,029
Fare passengers carried,	1,382,105
Total passengers carried,	1,382,105
Average fare, revenue passengers, . . . . .	.0499
Average fare, all passengers (including transfer passengers), . . . . .	.0499

Mileage, Traffic, and Miscellaneous Statistics — Continued.

Car earnings per car mile, . . . . .	.2407
Miscellaneous earnings per car mile, . . . . .	.0009
Gross earnings per car mile, . . . . .	.2416
Car earnings per car hour,	2.973
Miscellaneous earnings per car hour,	0.011
Gross earnings per car hour,	2.984
Operating expenses per car mile, . . . . .	.1772
Operating expenses and taxes per car mile, . . . . .	.1861
Operating expenses per car hour,	2.188
Operating expenses and taxes per car hour,	2.299
Operating expenses per cent. of gross earnings,	73.33
Operating expenses and taxes per cent. of gross earnings, . . . . .	.7705
Average number of employees, not including officials, during year,	35
Aggregate amount of wages paid employees,	\$27,966.19
Amount of salaries paid officials,	2,190.00

CROSSINGS, ETC.

Steam railroad crossings under grade,	No. 2
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Commutation or other form of tickets at reduced rates: School ticket books of 100 fares sold at \$3.50 per book.

Description of Road and Equipment.**TRACK.**

	Owued.	Leased.	Total operated.
Length of road (first main track),	21.600	3.930	25.530
Total Length of main track,	21.600	3.930	25.530
Length of sidings and turnouts,	2.740	.242	2.982
Total computed as single track,	24.340	4.172	28.512

RAILS.

Name of.	Weight per yard.	Steel (miles of).	Total.
"T,"	70lb	26.765	26.765
"T,"	60lb	1.226	1.226
Glrder Groove,	107lb	.521	.521
Total miles of, . . . . .	.....	28.512	28.512

Gauge of track, 4 feet 8½ inches.

Description of Road and Equipment.—*Continued.*

CARS, ETC.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars, equipped with full vestibule,	8	.....	8
Total passenger cars,	8	.....	8
Freight cars,	1	.....	1
Work cars,	1	.....	1
MISCELLANEOUS:			
Gondolas, . . . . .	.....	6	6
Coal cars, . . . . .	.....	19	19
Total,	10	25	35

EMPLOYEES.

	Average no. of hrs. on duty per day.	Wages per day.
Conductors,	10	\$2.30
Motormen,	10	2.50
Roadmen,	10	1.50
Linemen,	10	2.50
Engineers,	12	2.75
Firemen,	12	2.00
Electricians,	10	2.50
Machinists and mechanics,	10	2.75

List of All Accidents During Year ended June 30, 1910.

Cause and nature of injury.	FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed. ¹	Injured.	Killed.	Injured.
Other persons	1	2	1	2
Total,	1	2	1	2

Amount paid for injuries and damages caused by accidents:

Paid by the company, \$133.21

Description of Accidents.

August 18, 1909. Varietyville, Jean Bromley, while intoxicated, fell asleep on cattle guard and was struck by a west-bound car, and received two or three cuts on back and top of head.

February 25, 1910. Shewville, Fred D. Larkin, while driving team toward the crossing, claimed he did not hear the whistle blow or see the headlight on the east-bound car. The horse turned just before the car got to the crossing, and threw Mr. Larkin against the car, breaking the side door of front vestibule. Cuts on face and head and scalp wounds.

June 4, 1910. East Main St., Norwich, Conn., Lydia Disco, while playing on sidewalk, ran out in street in front of a west-bound car and was instantly killed.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW LONDON, } ss.

Norwich.

Personally appeared before me, A. E. Locke, President, and H. P. Phelps, Treasurer, of the Norwich and Westerly Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1910, according to the best of their knowledge and belief.

Signed,

A. E. LOCKE,

President.

H. P. PHELPS,

Treasurer.

Sworn and subscribed to before me, this twenty-fourth day of August, A. D. 1910.

DWIGHT L. UNDERWOOD,

Notary Public.

PROVIDENCE & DANIELSON RAILWAY CO.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1910.

Capital authorized by charter,	\$1,000,000.00	
Capital stock outstanding,	1,000,000.00	
Bonds outstanding,	600,000.00	
Floating indebtedness,	13,572.43	
Total stock, bonds, and floating debt,	1,613,572.43	
Capital stock issued per mile of road owned,	38,328.86	
Bonds issued per mile of road owned,	22,997.32	
Cost of construction,	1,066,776.26	
Cost of equipment,	557,588.90	
Total cost of construction and equipment,	1,624,365.16	
Cost of construction and equipment per mile of road owned,	62,260.06	
Gross earnings from operation,	87,810.53	
Operating expenses,	83,320.69	
Net earnings,	4,489.84	
Income from other sources,	15,050.38	
Gross income from all sources,	19,540.22	
Per cent. of operating expenses to gross earnings, . . . . .		.9488
Gross earnings per mile operated,	2,506.00	
Operating expenses per mile operated,	2,377.87	
Net earnings per mile operated,	128.13	
Car earnings per car mile, . . . . .	.1547	
Miscellaneous earnings per car mile, . . . . .	.0044	
Gross earnings per car mile, . . . . .	.1591	
Operating expenses per car mile, . . . . .	.1510	
Net earnings per car mile, . . . . .	.0081	
Car earnings per car hour,	1.4957	
Miscellaneous earnings per car hour, . . . . .	.0422	
Gross earnings per car hour,	1.5379	
Operating expenses per car hour,	1.4593	
Net earnings per car hour, . . . . .	.0786	
Taxes paid State of Connecticut,	282.07	
Interest paid,	30,319.95	
Total length of main track owned,		26.090
Total length of main track operated,		35.040
Total car mileage,		551,859
Total car hours,		57,095
Fare passengers carried,		1,272,833
Fare passengers per mile run (passenger),		2.8049

Fare passengers per car hour (passenger), . . .	31.2175
Fare passengers per mile of main track operated, .	36,325
Average fare revenue passengers, . . . . .	.0478
Average fare all passengers (including transfer passengers), . . . . .	.0473
Average number of employees during year, . . .	76
Accidents: Injured,	2

Description of Lines.

From —	To —	Length of road (first main track).	Length of sidings and turnouts.	Total computed as single track.
Providence, R. I.	R. I.—Conn. State Line	24.110	1.095	25.205
R. I.—Conn. State Line	East Killingly, Conn.	1.980	.530	2.510
Total, . . . . .	.....	26.090	1.625	27.715

Corporate Name and Address of Company.

Providence and Danielson Railway Company, Providence, R. I.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Organized July 7, 1893, under an act of the General Assembly of the State of Rhode Island, passed April 18, 1893; amended April 28, 1898, March 26, 1901, and March 28, 1901.

Officers of the Company.

Name.	Title.	Official address.
D. F. SHERMAN,	President,	Providence, R. I.
JAMES S. KENYON,	Vice-President,	" "
FRANKLIN A. SMITH, JR.,	Secretary,	" "
GEO. W. PRENTICE,	Treasurer,	" "
J. E. THIELSEN,	Supt. all Divisions,	" "

Directors of the Company.

Name.	Residence.
JAMES H. MORRIS,	Philadelphia, Pa.
JAMES S. KENYON,	Providence, R. I.
HARRY DAW,	" "
ALBERT H. OLNEY,	" "
GEO. W. PRENTICE,	" "
CHAS. A. POTTER,	" "
HERBERT W. RICE,	" "
D. F. SHERMAN,	" "
FRANKLIN A. SMITH, JR.,	" "

Date of close of fiscal year, December 31st.

Date of stockholders' annual meeting, third Wednesday in January.

Capital Stock.

Description.	Total par value authorized.	Number of shares outstanding.	Par value per share.	Total par value issued and outstanding.
Common, . . .	\$1,000,000.00	10,000	\$100.00	\$1,000,000.00
Total, . . .	\$1,000,000.00	10,000	\$100.00	\$1,000,000.00

Total number of stockholders, 62.

Total number of stockholders in this state, 6.

Amount of stock held in this state, \$7,200.

Funded Debt.

Description.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.
First Mortgage Bonds,	May 1, 1901	30	May 1, 1931	\$600,000.00	\$600,000.00

INTEREST.

Rate.	When Payable.	Accrued during year.
5 per cent.	May and November.	\$30,000.00

Per mile of single track owned exclusive of sidings and turnouts, 26.090 miles

Capital stock outstanding, \$38,328.86

Funded debt outstanding, 22,997.32

Total, \$61,326.18

Construction and Equipment.

Account.	Total cost to June 30, 1909.	Additions during year.	Total cost to June 30, 1910.
Organization,	\$30,200.00		\$30,200.00
Engineering and superintendence,	135,821.99		135,821.99
Right of way,	17,222.22		17,222.22
Track and roadway construction,	396,817.39	\$3,948.07	400,765.46
Electric line construction,	159,415.40	90.68	159,506.08
Real estate used in operation of road,	1,821.05		1,821.05
Buildings and fixtures used in operation of road,	41,405.11	468.61	41,873.72
Investment real estate,	300.00		300.00
Interest and discount,	279,265.74		279,265.74
Total construction,	\$1,062,268.90	\$4,507.36	\$1,066,776.26
Power plant equipment,	\$58,263.48	\$112.48	\$58,375.96
Shop tools and machinery,	2,629.19	76.97	2,706.16
Cars,	85,557.78		85,557.78
Electric equipment of cars,	51,062.69		51,062.69
Interest and discount,	348,584.88		348,584.88
Miscellaneous,	11,301.43		11,301.43
Total equipment,	\$557,399.45	\$189.45	\$557,588.90
Grand total construction and equipment,	\$1,619,668.35	\$4,696.81	\$1,624,365.16
Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts,			\$62,260.06

Income Account for Year ending June 30, 1910.

Gross earnings from operation,	\$87,810.53	
Operating expenses,	83,320.69	
Net earnings from operation,		\$4,489.84
Miscellaneous income:		
Interest on deposits,	\$7.62	
Net income from rent of real estate, purchased as outside investment,	17.76	
Coupons received and canceled without creating any liability against the company,	15,025.00	15,050.38
Gross income less operating expenses,		19,540.22

Income Account for Year ending June 30, 1910 — Continued.**Deductions from income:****Taxes:**

On real and personal property,	\$374.20		
On capital stock,	282.07		
On earnings,	805.86	1,462.13	

Interest:

On funded debt,	30,000.00		
On floating debt,	319.95	30,319.95	31,782.08

Net deficit,			\$12,241.86
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Deficit for year,			\$12,241.86
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Surplus at beginning of year,			\$31,552.38
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Surplus at close of year,			\$19,310.52
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Gross Earnings from Operations.**Car earnings:**

Passengers,	\$60,943.36		
Chartered cars,	449.70		
Freight and express,	22,983.04		
Mail,	1,023.73	\$85,399.83	

Miscellaneous earnings:

Advertising,	\$1,000.00		
Rent of land and buildings,	100.00		
Rent of equipment,	1,310.70	2,410.70	
Total,			\$87,810.53

Operating Expenses.**MAINTENANCE.****Way and structures:**

Maintenance of track and roadway,	\$7,936.99		
Maintenance of electric line,	1,450.96		
Maintenance of buildings and fixtures,	300.46		
Total,			\$9,688.41

Equipment:

Maintenance of steam plant and electric plant,	\$2,037.47		
Maintenance of cars,	5,775.00		
Maintenance of electric equipment of cars,	6,138.92		
Miscellaneous shop expenses,	52.00		
Total,			14,003.39

Operating Expenses — Continued.

TRANSPORTATION.

Operation of power plant:

Power plant wages,	\$5,115.28
Fuel for power,	14,257.67
Lubricants and waste for power plant,	494.23
Miscellaneous supplies and expenses of power plant,	254.89
Hired power,	604.54

Total, 20,726.61

Operation of cars:

Superintendence of transportation,	\$2,015.85
Wages of conductors, motormen, and miscellaneous car service employees,	16,923.40
Wages of car house employees,	6,218.88
Car service supplies,	2,457.96

Total, 27,616.09

GENERAL.

Salaries of general officers,	\$3,900.00
Salaries of clerks, including traffic manager,	1,572.76
Printing and stationery,	234.24
Miscellaneous office expenses,	2,532.02
Advertising and attractions,	111.00
Damages,	254.25
Miscellaneous legal expenses,	372.05
Rent of tracks and terminals,	25.00
Insurance,	2,284.87

Total, 11,286.19

Grand total, \$83,320.69

Comparative General Balance Sheet.

Item, June 30, 1909.	Total, June 30, 1909.	Assets.	Item, June 30, 1910.	Total, June 30, 1910.	Increase, year ending June 30, 1910.	Decrease, year ending June 30, 1910.
.....	\$1,619,668.25	Construction and equip- ment, .....	.....	\$1,624,365.16	\$4,696.81	.....
.....	758.65	Other permanent invest- ments as follows: .....	.....	758.65	.....	.....
.....		Furniture and fixtures, .....	.....		
.....		Current assets as follows: .....	.....		
\$134.14		Cash,	97.25			36.89
2,078.73		Accounts receivable,	3,359.55		1,280.82	.....
3,352.86		Material and supplies,	3,345.74			7.12
962.00		Prepaid accounts,	956.60			5.40
24,250.00		Treasury stock, . . . . .	.....			24,250.00
.....	30,777.73	.....	.....	7,759.14		
.....	\$1,651,204.73	Total, . . . . .	.....	\$1,632,882.95	\$5,977.63	\$24,299.41

Comparative General Balance Sheet — *Continued.*

Item, June 30, 1909.	Total, June 30, 1909.	Liabilities.	Item, June 30, 1910.	Total, June 30, 1910.	Increase, year ending June 30, 1910.	Decrease, year ending June 30, 1910.
.....	\$1,000,000.00	Capital stock, common,	.....	\$1,000,000.00	.....	.....
.....	600,000.00	Funded debt,	.....	600,000.00	.....	.....
		Current liabilities as fol- lows:				
\$3,000.00	.....	Loans and notes pay- able, . . . . .	.....	.....	.....	\$3,000.00
8,793.54	.....	Accounts payable,	\$5,655.68	.....	.....	3,137.86
2,150.00	.....	Matured interest on funded debt unpaid,	2,100.00	.....	.....	50.00
708.81	.....	Tickets sold, not pre- sented,	816.75	.....	107.94	.....
	14,652.35	Accrued liabilities as fol- lows:		8,572.43		
		Interest on funded debt accrued and not yet due, . . . . .	.....	5,000.00	.....	.....
.....	5,000.00	Surplus, . . . . .	.....	19,310.52	.....	12,241.86
.....	31,552.38					
.....	\$1,651,204.73	Total, . . . . .	.....	\$1,632,882.95	\$107.94	\$18,429.72

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage,	453,779
Freight, mail, and express car mileage,	98,080
Total car mileage,	551,859
Passenger car hours,	40,773
Freight, mail, and express car hours,	16,322
Total car hours,	57,095
Fare passengers carried,	1,272,833
Transfer passengers carried, including passes,	13,310
Total passengers carried,	1,286,143
Average fare, revenue passengers, . . . . .	.0478
Average fare, all passengers (including transfer passengers), . . . . .	.0473
Car earnings per car mile, . . . . .	.1547
Miscellaneous earnings per car mile, . . . . .	.0044
Gross earnings per car mile, . . . . .	.1591
Car earnings per car hour,	1.4957
Miscellaneous earnings per car hour, . . . . .	.0422
Gross earnings per car hour,	1.5379
Operating expenses per car mile, . . . . .	.1510
Operating expenses and taxes per car mile, . . . . .	.1536
Operating expenses per car hour,	1.4593
Operating expenses and taxes per car hour,	1.4849
Operating expenses per cent. of gross earnings,	94.88
Operating expenses and taxes per cent. of gross earnings,	96.55
Average number of employees, not including officials, during year,	76

Mileage, Traffic, and Miscellaneous Statistics.—Continued.

Aggregate amount of wages paid employees,	\$49,872.38
Amount of salaries paid officials,	3,900.00

Commutation or other form of tickets at reduced rates: Commutation ticket books of 100 fares limited as to time and person sold to anyone at \$5.00 and one-third rebated after tickets are used within limit.

Description of Road and Equipment.**TRACK.**

	Owued.	Operated under trackage rights.	Total operated.
Length of road (first main track),	26.090	8.950	35.040
Length of sidings and turnouts,	1.625	.....	1.625
Total computed as single track,	27.715	8.950	36.665

RAILS.

Name of	Weight per yard.	Steel (Miles of).	Total.
"T"	60 lbs.	27.715	27.715

Gauge of track, 4 feet 8½ inches.

PAVING.

Tracks are on private rights of way, country roads, and village streets, and are not paved between the rails in any way excepting at crossings, where wood planking or granite blocks are generally used.

CARS, ETC.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars equipped with full vestibule,	17	.....	17
Freight cars,	1	26	27
Express cars,	3	.....	3
Snow plows,	2	.....	2
Total,	23	26	49

Description of Road and Equipment.— *Continued.*

EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors,	10	\$2.00
Motormen,	10	2.00
Watchmen,	10	2.00
Roadmen,	10	1.60
Linemen,	10	2.00
Engineers,	12	2.85
Firemen,	12	2.00
Electricians,	10	3.00
Machinists and mechanics,	10	2.75

List of All Accidents During Year ended June 30, 1910.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	2	..	2
Employees,
Other persons,
Total,	2	..	2

Amount paid for injuries and damages caused by accidents:

Paid by the company, \$254.25

Description of Accidents.

July 20, 1909. In rounding curve on wet rail, near North Scituate, passenger car ran into freight train entering switch. Cars damaged somewhat; no person injured.

Nov. 12, 1909. On Hartford Road in town of Johnston, passenger Joseph Lowell signaled desire to alight, but before car could be stopped he stepped off and fell on his face, cutting it slightly.

March 5, 1910. Near Foster Center, rails spread and wheels of car dropped onto ties, displacing floor trap of car. Cecil Jocoy stepped into opening, slightly injuring ankle.

Oath.

STATE OF RHODE ISLAND, }
COUNTY OF PROVIDENCE, } ss.

Personally appeared before me, D. F. Sherman, President, and Geo. W. Prentice, Treasurer, of the Providence and Danielson Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1910, according to the best of their knowledge and belief.

Signed,

D. F. SHERMAN,

President.

GEO. W. PRENTICE,

Treasurer.

Sworn and subscribed to before me, this first day of September, A. D. 1910.

FRANKLIN A. SMITH,

Notary Public for Rhode Island.

SOUTH MANCHESTER LIGHT, POWER AND TRAMWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1910.

Capital authorized by charter,	\$100,000.00	
Capital stock outstanding,	10,000.00	
Floating indebtedness,	53,575.23	
Total stock, bonds, and floating debt,	63,575.23	
Capital stock issued per mile of road owned,	13,123.36	
Cost of construction,	11,000.00	
Total cost of construction and equipment,	11,000.00	
Cost of construction and equipment per mile of road owned,	14,435.67	
Rent of tramway,	700.00	
Income from other sources,	5,945.58	
Taxes paid state,	393.79	
Interest paid,	3,214.52	
Total length of main track owned, . . . . .		.762

Description of Lines.

From	To	Length of road (first main track).	Total length of main tracks.	Length of sidings and turnouts.	Total com- puted as single track.
South Manchester	Manchester Center	.762	.762	.026	.788

Corporate Name and Address of Company.

The South Manchester Light, Power and Tramway Co.

Historical Sketch of Organization, Construction, Leasing, and Consoli- dation of Lines now Operated.

Leased to The Hartford, Manchester and Rockville Tramway Co.

Officers of the Company.

Name.	Title.	Official address.
FRANK CHENEY, JR.,	President,	South Manchester, Conn.
RICHARD O. CHENEY,	Secretary,	" " "
CHARLES CHENEY,	Treasurer,	" " "

Directors of the Company.

Name.	Residence.
FRANK CHENEY, JR.,	South Manchester, Conn.
RICHARD O. CHENEY,	" " "
CHARLES CHENEY,	" " "
HARRY G. CHENEY,	" " "
JAMES W. CHENEY,	" " "

Date of close of fiscal year, June 30th.

Date of stockholders' annual meeting, third Wednesday in April.

Capital Stock and Funded Debt.

Description.	Total par value authorized.	Number of shares outstanding.	Par value per share.	Total par value issued and outstanding.
Common, . . .	\$100,000.00	100	\$100	\$10,000.00

Capital stock outstanding,	\$13,123.36
Proportion of capital stock represented by tramway, say . . .	17 $\frac{3}{10}$ %
Proportion of capital stock represented by electric light plant and gas mains and meters, say	82 $\frac{7}{10}$ %

Construction and Equipment.

Account.	Total cost to June 30, 1909.	Deductions during year.	Total cost to June 30, 1910.
Track and roadway construction, }	.....	\$821.69	.....
Electric line construction, . }			
Total construction, . . .	\$11,821.69	\$821.69	\$11,000.00
Grand total construction, .	\$11,821.69	.....	\$11,000.00
Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts, .	\$15,514.00	.....	\$14,435.67

Amount charged to profit and loss for depreciation of construction, \$821.69,
leaving balance of construction account, \$11,000.00.

Income Account for Year ending June 30, 1910.

Miscellaneous income:

Rent of leased lines (and taxes, \$100),	\$700.00
From electric lighting and gas,	5,945.58

Gross income less operating expenses,	\$6,645.58
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Deductions from income:

Taxes belonging to tramway,	\$147.59	
Interest on floating debt belonging to tramway,	597.76	745.35

Net income,	\$5,900.23
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Deductions from net income:

Depreciation, tramway,	\$821.69	
Depreciation, electric light plant, gas mains, and meters,	2,829.21	3,650.90

Surplus for year,	\$2,249.33
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Surplus at beginning of year,	1,738.86
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Surplus at close of year,	\$3,988.19
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Comparative General Balance Sheet.

Total June 30, 1909.	Assets.	Total June 30, 1910.	YEAR ENDING JUNE 30, 1910.	
			Increase.	Decrease.
\$11,821.69	Construction and Equipment,	\$11,000.00	.....	\$821.69
	Other permanent investments as follows:			
51,753.54	Electric light plant, gas mains and meters,	52,575.23	\$821.69	.....
	Current assets as follows:			
1,738.86	Cash,	3,988.19	2,249.33	.....
\$65,314.09	Total,	\$67,563.42	\$3,071.02	\$821.69

Total June 30, 1909.	Liabilities.	Total June 30, 1910.	Increase year ending June 30, 1910.
\$10,000.00	Capital Stock, common,	\$10,000.00	.....
	Current Liabilities as follows:		
53,575.23	Loans and notes payable,	53,575.23	.....
1,738.86	Surplus,	3,988.19	\$2,249.33
\$65,314.09	Total,	\$67,563.42	\$2,249.33

Description of Road and Equipment.**TRACK.**

	Owned.
Length of road (first main track), . . . . .	.762
Total length of main track, . . . . .	.762
Length of sidings and turnouts, . . . . .	.026
Total computed as single track, . . . . .	.788

RAILS.

Name of "T"; weight per yard, 56 lbs.; steel (miles of), .762.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF HARTFORD. } ss. TOWN OF MANCHESTER.

Personally appeared before me, Frank Cheney, Jr., President, and Charles Cheney, Treasurer, of the South Manchester Light, Power and Tramway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1910, according to the best of their knowledge and belief.

Signed,

FRANK CHENEY, JR.,
President.
CHARLES CHENEY,
Treasurer.

Sworn and subscribed to before me, this 19th day of August, A. D. 1910.

ROBERT RICHMOND,
Notary Public.

THE WEST SHORE RAILWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1910.

Capital authorized by charter,	\$200,000.00	
Capital stock outstanding,	80,000.00	
Bonds outstanding,	30,000.00	
Floating indebtedness,	107,056.57	
Total stock, bonds, and floating debt,	217,056.57	
Capital stock issued per mile of road owned,	10,928.96	
Bonds issued per mile of road owned,	4,098.36	
Cost of construction,	209,707.93	
Cost of equipment,	8,091.47	
Total cost of construction and equipment,	217,799.40	
Cost of construction and equipment per mile of road owned,	29,754.02	
Interest paid,	1,500.00	
Dividend paid,	4,000.00	
Total length of main track owned,		7.320

Description of Lines.

From	To	Length of road (first main track).	Length of second main track.	Total length of main tracks.	Length of sidings and turnouts.	Total computed as single track.
Savin Rock	Woodmont	3.660	3.660	7.320	0.101	7.421

Corporate Name and Address of Company.
West Shore Railway Company, New Haven, Conn.

Historical Sketch of Organization, Construction, Leasing, and Con- solidation of Lines now Operated.

Organized December 15, 1893.

Charter amended May 29, 1901.

Road leased to the Connecticut Company on basis of payment of interest on bonds and five per cent. dividend on stock.

Officers of the Company.

Name.	Title.	Official Address.
JAMES S. HEMINGWAY,	President,	New Haven, Conn.
JOHN G. PARKER,	Secretary,	" "
AUGUSTUS S. MAY,	Treasurer,	" "
ARTHUR E. CLARK,	Asst. Secretary,	" "

Directors of the Company.

Name.	Residence.
JOHN B. CARRINGTON,	New Haven, Conn.
JAMES S. HEMINGWAY,	" "
GEORGE J. BRUSH,	" "

Date of close of fiscal year, June 30th.

Date of stockholders' annual meeting, third Monday in October.

Capital Stock.

Description.	Total par value authorized.	Number of shares outstanding.	Par value per share.	Total par value issued and outstanding.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Common, .	\$200,000.00	3,200	\$25.00	\$80,000.00	5 per ct.	\$4,000.00

Total number of stockholders, 48.

Total number of stockholders in this state, 43.

Amount of stock held in this state, \$76,300.00.

Funded Debt.

Description.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.
First Mortgage, .	July 1, 1894	20	July 1, 1914	\$30,000.00	\$30,000.00

INTEREST.

Rate.	When payable.	Accrued during year.
5 per cent.	January and July.	\$1,500.00

Per mile of single track owned exclusive of sidings and turnouts, 7.320 miles

Capital stock outstanding, \$10,928.96

Funded debt outstanding, 4,098.36

Total, \$15,027.32

Construction and Equipment.

Account.	Total cost to June 30, 1909.	Total cost to June 30, 1910.
Engineering and superintendence,	\$1,224.00	\$1,224.00
Right of way,	10,822.44	10,822.44
Track and roadway construction,	194,465.84	194,465.84
Electric line construction,	3,195.65	3,195.65
 Total construction,	 \$209,707.93	 \$209,707.93
 Electric equipment of cars,	 \$8,091.47	 \$8,091.47
 Total equipment,	 \$8,091.47	 \$8,091.47
 Grand total construction and equipment, .	 \$217,799.40	 \$217,799.40
 Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts,	 	 \$29,754.02

Comparative General Balance Sheet.

Total, June 30, 1909.	Assets.	Total, June 30, 1910.
\$217,799.40	Construction and equipment,	\$217,799.40

Total, June 30, 1909.	Liabilities.*	Total, June 30, 1910.
\$80,000.00	Capital stock, common,	\$80,000.00
30,000.00	Funded debt,	30,000.00
107,056.57	Current liabilities as follows:	
	Due lessee company for improvements and better-	
	ments,	107,056.57
742.83	Surplus,	742.83
\$217,799.40	Total,	\$217,799.40

Description of Road and Equipment.

TRACK.

	Owned.
Length of road (first main track),	3.660
Length of second main track,	3.660
Total length of main track,	7.320
Length of sidings and turnouts,	0.101
Total computed as single track,	7.421

RAILS.

Name of, "T"; weight per yards, 58-60 lbs.; steel (total miles of), 7.421.
 Gauge of track, 4 feet 8½ inches.

Oath.

STATE OF CONNECTICUT, }
 COUNTY OF NEW HAVEN, } ss.

Personally appeared before me, James S. Hemingway, President, and A. S. May, Treasurer, of the West Shore Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1910, according to the best of their knowledge and belief.

Signed,

JAMES S. HEMINGWAY,

President.

A. S. MAY,

Treasurer.

Sworn and subscribed to before me, this thirteenth day of September, A. D. 1910.

MAURICE K. DUGAN,

Notary Public.

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STEAM RAILROADS.

- 1 Names of roads and branches.
- 2 Date when chartered.
- 3 " " opened for use.
- 4 Location of road.
- 5 Length of main line and branches.
- 6 " " double track.
- 7 " " third track.
- 8 " " fourth track.
- 9 " " fifth track.
- 10 " " sixth track.
- 11 " " sidings.
- 12 " " road, single track, miles.

CAPITAL STOCK.

- 13 Total amount authorized.
- 14 " " issued for cash.
- 15 " " " for construction of new properties.
- 16 " " " stocks of merged lines.
- 17 " " " for purchase of railway or other property.
- 18 " " " for acquisition of securities.
- 19 " " issued for reorganization.
- 20 " par value outstanding.
- 21 " amount issued per last report.
- 22 " " " " mile of road.
- 23 " " held in Connecticut.
- 24 " " " " per last report.
- 25 " number of stockholders in Connecticut.
- 26 " " " " per last report.

DEBT.

- 27 Amount of funded debt, and amount of funded debt as per last report.
- 28 Working liabilities.
- 29 Total funded debt and working liabilities.
- 30 Funded debt per mile of road.
- 31 Total stock, funded debt, and working liabilities.

PROPERTY ACCOUNT.

- 32 Cost of road.
- 33 " equipment.
- 34 General expenditures.

- 35 Floating equipment, street railways and other properties.
- 36 Reserve for accrued depreciation, Cr.
- 37 Stocks owned.
- 38 Funded debt pledged or unpledged.
- 39 Miscellaneous.
- 40 Other investments.
- 41 Cash.
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- 43 Accrued income not due.
- 44 Deferred debit items.
- 45 Profit and loss on balance.
- 46 Total.
- 47 Cost per mile of line.
- 48 Stock.
- 49 Mortgage, bonded, and secured debt.
- 50 Working liabilities.
- 51 Accrued liabilities not due.
- 52 Deferred credit items.
- 53 Appropriated surplus.
- 54 Profit and loss or balance.
- 55 Grand total.

GROSS OPERATING REVENUE.

- 56 Total.
- 57 " per last report.
- 58 " " mile of road operated.
- 59 " " " run.

NET OPERATING REVENUE.

- 60 Total.
- 61 " per last report.
- 62 Total per mile of road operated.
- 63 " " " run.

DIVIDENDS.

- 64 Total amount paid.
- 65 " " " per last report.
- 66 Capital stock on which dividends were paid.
- 67 " " " no dividends were paid.
- 68 Paid for taxes.
- 69 " " interest.

OPERATING EXPENSES.

- 70 Maintenance of way and structures.
- 71 " " equipment.
- 72 Traffic expenses.
- 73 Conducting transportation.
- 74 General expenses.
- 75 Total.
- 76 Average miles operated.
- 77 " per mile of road operated.
- 78 " " " run.

MAINTENANCE OF WAY AND STRUCTURES.

79	Superintendence.	
80	Ballast.	
81	Ties.	
82	Rails.	
83	Other track material.	
84	Roadway and track.	
85	Removal of snow, sand and ice.	
86	Tunnels.	
87	Bridges, trestles and culverts.	
88	Over and under grade crossings.	
89	Grade crossings, fences, cattle guard and sign.	
90	Snow, sand, fences and sheds.	
91	Signals and interlocking plants.	
92	Telegraph and telephone line.	
93	Electric power transmission.	
94	Buildings, fixtures and grounds.	
95	Docks and wharfs.	
96	Roadway tools and supplies.	
97	Injuries to persons.	
98	Stationery and printing.	
99	Other expenses.	
100	Maintaining joint tracks, yards, and other facilities, Dr.	
101	“ “ “ “ “ “	Cr.
102	Total.	
103	Per mile operated.	
104	“ run.	

MAINTENANCE OF EQUIPMENT.

105	Superintendence.	
106	Steam locomotives — repairs.	
107	“ “ renewals.	
108	“ “ depreciation.	
109	Electric locomotives — repairs.	
110	“ “ renewals.	
111	“ “ depreciation.	
112	Cars repaired.	
113	Passenger train cars — repairs.	
114	“ “ “ renewals.	
115	“ “ “ depreciation.	
116	Freight train cars — repairs.	
117	“ “ “ renewals.	
118	“ “ “ depreciation.	
119	Electric equipment of cars — repairs.	
120	“ “ “ renewals.	
121	“ “ “ depreciation.	
122	Floating equipment — repairs.	
123	“ “ renewals.	
124	“ “ depreciation.	

- 125 Work equipment — repairs.
- 126 " " renewals.
- 127 " " depreciation.
- 128 Shop machinery and tools.
- 129 Power plant equipment.
- 130 Injuries to persons.
- 131 Stationery and printing.
- 132 Other expenses.
- 133 Maintaining joint equipment at terminals, Dr.
- 134 Maintaining joint equipment at terminals, Cr.
- 135 Total.
- 136 Per mile operated.
- 137 " run.

TRAFFIC EXPENSES.

- 138 Superintendence.
- 139 Outside agencies.
- 140 Advertising.
- 141 Traffic association.
- 142 Fast freight lines.
- 143 Industrial and immigration bureaus.
- 144 Stationery and printing.
- 145 Other expenses.
- 146 Total.

TRANSPORTATION EXPENSES.

- 147 Superintendence.
- 148 Dispatching trains.
- 149 Station employees.
- 150 Weighing and Car Service Associations.
- 151 Coal and ore docks.
- 152 Station supplies and expenses.
- 153 Yardmasters and their clerks.
- 154 Yard conductors and brakemen.
- 155 " switch and signal tenders.
- 156 " supplies and expenses.
- 157 " enginemen.
- 158 Enginehouse expenses, yard.
- 159 Fuel for yard locomotives.
- 160 Water for yard locomotives.
- 161 Lubricants for yard locomotives.
- 162 Other supplies for yard locomotives.
- 163 Motormen.
- 164 Road enginemen.
- 165 Enginehouse expenses — road.
- 166 Fuel for road locomotives.
- 167 Water for road locomotives.
- 168 Lubricants for road locomotives.
- 169 Other supplies for road locomotives.
- 170 Operating power plants.

171	Purchased power.
172	Road trainmen.
173	Train supplies and expenses.
174	Interlockers, block and other signals, operation.
175	Crossing flagmen and gatemen.
176	Drawbridge operation.
177	Clearing wrecks.
178	Telegraph and telephone operation.
179	Operating floating equipment.
180	Express service.
181	Stationery and printing.
182	Other expenses.
183	Loss and damage — freight.
184	“ “ baggage.
185	Damage to property.
186	“ stock on right of way.
187	Injuries to persons.
188	Operating joint yards and terminals, Dr.
189	“ “ “ “ Cr.
190	Operating joint tracks and facilities, Dr.
191	“ “ “ “ Cr.
192	Total.

GENERAL EXPENSES.

193	Administration.
194	Salaries and expenses of general officers.
195	“ “ “ clerks and attendants.
196	General office supplies and expenses.
197	Law expenses.
198	Insurance.
199	Relief department expenses.
200	Pensions.
201	Stationery and printing.
202	Other expenses.
203	General administration, joint tracks, yards and grounds, Dr.
204	“ “ “ “ “ “ “ Cr.
205	Total.

PASSENGER TRAFFIC.

206	Number of passengers carried earning revenue.
207	“ “ per last report.
208	“ “ one mile.
209	Average distance carried.
210	Total passenger revenue.
211	Average amount received from each passenger.
212	Average receipts per passenger per mile.
213	Total passenger service train revenue.
214	Passenger service train revenue per mile of road.
215	“ “ “ “ “ train mile.

FREIGHT TRAFFIC.

216	Tons of freight carried earning revenue.
217	" " per last report.
218	" " one mile.
219	Average distance haul of one ton.
220	Total freight revenue.
221	Average amount received for each ton of freight.
222	" receipts per ton per mile.
223	Total freight earnings per mile of road.
224	" " " " train mile.

FUEL FOR LOCOMOTIVES.

225	Number of tons of coal.
226	Average cost per ton.
227	Number of cords of wood.
228	Oil, gallons.
229	Total tons of fuel consumed.
230	" miles run.
231	Average pounds consumed per mile run.

MILEAGE AND EMPLOYEES.

232	Miles run by passenger trains earning revenue.
233	" " freight " " "
234	" " mixed train earning revenue.
235	" " special trains.
236	Total revenue mileage.
237	Mileage of non-revenue trains.
238	Total mileage of all trains.
239	" per last report.
240	Number of employees, including officers.
241	" " " " per last report.

EQUIPMENT.

242	Number of locomotives in service.
243	" " leased.
244	" " owned.
245	" " with train brake.
246	" cars in passenger service.
247	" freight and other cars.
248	" cars leased.
249	" " owned.
250	Total cars in service.
251	" per last report.
252	Passenger cars with train brake.
253	Freight " " " "
254	Passenger cars with automatic couplers.
255	Freight " " " "

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- 256 On main line and branches.
- 257 In Connecticut.
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- 259 Number of new ties laid during the year.

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- 260 At grade.
- 261 " " per last report.

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- 262 Gross earnings to capital and debt.
- 263 Net " " " " "
- 264 Net earnings to gross earnings.
- 265 Operating expenses to gross earnings.
- 266 Passenger revenue " " "
- 267 Freight " " " "

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- 268 Passengers.
- 269 Employees.
- 270 Trespassers.
- 271 Others.
- 272 Total.
- 273 Fatal.
- 274 Not fatal.
- 275 At highway crossings — fatally.
- 276 " " " — not fatally.
- 277 Employees injured by falling from trains or engines.
- 278 " " " coupling or uncoupling.
- 279 " " " overhead obstruction.
- 280 " " " other causes.
- 281 " " " fatally.
- 282 " " " not fatally.
- 283 Passengers " fatally.
- 284 " " " not fatally.
- 285 Trespassers " fatally.
- 286 " " " not fatally.
- 287 Others " fatally.
- 288 " " " not fatally.

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L A W S

RELATING SPECIALLY TO

RAILROADS.

Statutes Relating Specially to Railroads.

ARTICLE TWENTY-FIVE. — CONSTITUTION OF CONNECTICUT.

Adopted October, 1877.

No County, City, Town, Borough, or other municipality, shall ever subscribe to the capital stock of any railroad corporation, or become a purchaser of the bonds, or make donation to, or loan its credit, directly or indirectly, in aid of any such corporation; but nothing herein contained shall affect the validity of any bonds or debts incurred under existing laws, nor be construed to prohibit the General Assembly from authorizing any Town or City to protect by additional appropriations of money or credit any railroad debt contracted prior to the adoption of this amendment.

Town aid to
railroad corpo-
rations pro-
hibited.

§ 1. Conditions of receiving state aid towards railroad indebtedness. Whenever any town in this state, having a grand list of less than two million dollars and having a bonded indebtedness caused by assisting in building any railroad, shall desire to avail itself of the aid of the state in paying such indebtedness, the selectmen of such town, or a majority of them, shall make written application to the board of control for such aid.

1903, ch. 161.

§ 2. Payment by state. The board of control may authorize the comptroller to draw his order on the treasurer in aid of any such town, during any fiscal year, to an amount not exceeding one per cent. of the said town's indebtedness for railroads on the first day of May, 1903.

§ 3. Duties of comptroller as to payment. The comptroller shall draw his order in aid of such town when authorized by the board of control only when he is satisfied that the town seeking such aid has raised by taxation at least an equal amount to be expended in the payment of the principal of such railroad debt. All sums paid by the state under this act shall be expended for the payment of the principal of such bonded indebt-

edness in aid of railroads. All bonds so paid and redeemed shall be filed with the treasurer of the state for cancellation, and shall be burned in the presence of the committee on finance of the general assembly.

1907, ch. 64.

Time within which act is operative extended. Chapter 161 of the public acts of 1903 is hereby amended by striking out all of section four of said act and inserting in lieu thereof the following: "The provisions of this act shall continue in force only until October 1, 1913."

TITLE ONE. — CHAPTER 1.

1865.
Rev. 1888, §1.

§ 1. Construction of statutes: words and phrases. In the construction¹ of all statutes of this state, words and phrases shall be construed according to the commonly approved usage of the language;² and technical words and phrases, and such as have acquired a peculiar and appropriate meaning in the law, shall be construed and understood accordingly.

1884.
Railroad
company.

The phrase "railroad company" shall be construed to mean and include all corporations, trustees, receivers, or other persons, that lay out, construct, maintain, or operate a railroad operated by steam power, unless such meaning would be repugnant to the context or to the manifest intention of the general assembly.

TITLE TWO. — CHAPTER 2.

1844, 1865.
Rev. 1888, §392.

§ 12. Petition concerning railroad, railway, or canal charter. No petition for the incorporation of any railroad, street railway, or canal company, or for an alteration of the charter of any such company, shall be heard by the general assembly, unless public notice shall have been given by advertisement in some newspaper published in the county where

Art. 25. An act authorizing an assessment of damages against a city for change of highway lines for necessary relocation of railroad line, is not within this provision. 54 C. 277.

§ 1. (1) The history and progress of laws furnish a legitimate and useful aid in their construction, 20 C. 518; (2) 61 C. 12, 63 C. 388; (3) 57 C. 57; (4) 57 C. 57; (5) 67 C. 289, 68 C. 515; (6) 59 C. 367, 67 C. 48, 49, 469, 70 C. 565.

such railroad, street railway, or canal is proposed to be, or is, located, at least three weeks before the first day of the session to which such petition is brought, designating the intended route of such railroad or canal, the streets, highways, and other intended route of such street railway, or the proposed alteration of such charter, nor unless the petition for such railroad company is accompanied with, and supported by, the report of a skillful engineer, founded on examination, showing the general profile of the surface of the country through which said railroad is proposed to be made, the intended manner of its construction, the feasibility of the route, the character of the soil, and the probable expense of construction.

§ 13. Certain charters granted only on petition. No act of incorporation or alteration thereof shall be granted by the general assembly, except upon a petition therefor, when the law requires that notice of such petition shall be given by advertisement. Every charter of any railroad company shall confine the road within the limits indicated by said notice, specify the towns, and, in case of a street railway, the streets or highways through which it may pass, and otherwise designate the route on which the respective roads may be authorized to be made.

1865.
Rev. 1888, § 893.

TITLE TWO. — CHAPTER 4.

§ 63. By whom estimates are to be made. The estimates for the different classes of expenditures shall be made as follows, to wit: . . . railroad commissioners, . . . The estimates herein required to be made shall be prepared according to such forms as shall be prescribed and furnished by the treasurer and secretary. Whenever any material increase or variation in the expenditures of the preceding year shall be made in the estimates, the person making the same shall furnish the treasurer with the reason of the increase or variation. The comptroller shall cause a sufficient number of the estimates to be printed and delivered to the general assembly on the second day of its session.

1884, 1887.
Rev. 1888, §§ 380,
382.
1889, ch. 188.
1893, ch. 256.
1901, ch. 147.

TITLE THREE. — CHAPTER 5.

Railroad and steamboat policemen. § 1. The governor may, from time to time, upon the application of any railroad, street railway, or steamboat company, engaged in the busi-

1887.
Rev. 1888, § 296.
1893, ch. 14, § 1.
1907, ch. 51.

ness of transportation in this state, or upon the application of any corporation owning or having control of the roads in any private residence park, commission, during his pleasure, one or more persons designated by such company or by such corporation, who, having been duly sworn, may act, at the expense of such company or corporation, as policemen upon the premises used by such company in its business, or upon its cars or vessels, or upon the roads and lands owned or under the control of such corporation, and every policeman so appointed may arrest any person in his precincts for any offense committed therein and take such person before some proper authority. When any such commission is issued or revoked, the executive secretary shall notify the clerk of the superior court of each county in which it is intended that such policemen shall act.

§ 2. Section 78 of the general statutes is hereby repealed.

1867.
Rev. 1888, §298.
1893, ch. 14, §3.

§ 79. To wear an official badge. Every such policeman shall, when on duty, wear, in plain view, a shield bearing the words "railroad police," "street railway police," or "steamboat police," as the case may be, and the name of the company for which he is commissioned.

TITLE THREE. — CHAPTER 8.

1885, 1887.
Rev. 1888, §331.
1889, chs. 12, 32,
173, 174.
1893, ch. 18, §1.
1895, chs. 3, 17,
46, §4.
1897, ch. 232, §4.
1899, ch. 147, §2.
1901, chs. 8, 30.

§ 134. Reports; number of, time of printing. He shall cause to be printed at the expense of the state, annually, a sufficient number of copies of each of the following annual reports, not exceeding the number hereinafter stated, that is to say: of the railroad commissioners, twenty-two hundred. . . . Such additional number not exceeding three hundred and seventy-five of any report made to the governor or to the general assembly, may be so caused to be printed, for exchange by the state librarian with other states and countries, and for distribution to such public libraries in this state as may request them.

1889, ch. 198.
1897, ch. 182.
1899, ch. 12.

§ 142. Transportation for members of general assembly. The comptroller, whenever requested by any member or member-elect of the general assembly so to do, shall procure from such railway company or companies, as may be necessary, a ticket or tickets entitling said member to transportation by the most convenient route or routes between Hartford and his home station, during the session of the general assembly next to be

holden, or then current, which ticket or tickets the comptroller shall deliver to said member upon receiving from him an assignment to the state of his mileage allowance for such session, which assignment shall be received in full payment therefor. The comptroller shall pay for the tickets so procured by him the lowest sum or sums for which they can be obtained of the railroad companies. No railroad company shall issue to any member or member-elect of the general assembly any ticket or other token entitling him to transportation to and from Hartford, during any session of the general assembly, except as herein provided, unless such ticket be issued upon the same terms and at the same price as tickets are ordinarily issued by said company entitling the holder to an equivalent amount of travel.

TITLE THREE. — CHAPTER 13.

§ 187. Reports of public officers. All reports and returns which any public officer is required by law to make annually shall be for the fiscal year preceding, and all reports and returns which any such officer is required by law to make biennially shall be for the two fiscal years preceding; and all such reports and returns as are required to be made annually, except where it is otherwise provided, shall be made, returned, and printed on or before the thirty-first day of December in the year in which they are required to be made. And all such reports and returns as are required to be made biennially shall be made, returned, and printed on or before the thirty-first day of December preceding the next regular session of the general assembly.

1885, 1887.
Rev. 1888, §376.
1889, ch. 331.

TITLE FOUR. — CHAPTER 23.

§ 274. Trustee of railroad corporation may release interest. The trustee of the estate of any railroad corporation in settlement as an insolvent estate may, if the assets of such estate shall not otherwise be sufficient to pay the claims allowed by the commissioners and the expenses of settling the estate, release, subject to any prior existing lien or title to any proprietors of land, any right of way or other easement or incumbrance which said corporation may have in or upon the same, upon such terms as shall be approved by the court of probate.

1858, 1885.
Rev. 1888, §517.

TITLE SIX. — CHAPTER 51.

1840.
Rev. 1888, §1096.
See §3780.

§ 708. Fire communicated by railway engine. In all actions to recover for any injury occasioned by fire communicated by any railroad locomotive engine in this state, the fact that such fire was so communicated shall be *prima facie* evidence of negligence on the part of the person or corporation who shall, at the time of such injury by fire, be in the use and occupation of such railroad, either as owner, lessee, or mortgagee, and of those who shall at such time have the care and management of such engine.

TITLE SIX. — CHAPTER 56.

1832, 1846, 1861.
1867, 1868, 1884.
Rev. 1888, §918.

§ 831. Attachment effective without removal of property, when. Attachments of machinery, engines, or implements, situated and used in any manufacturing or mechanical establishment, or of the household furniture of any person having a family, and used by him in housekeeping, or of hay or unthreshed grain deposited in any building, or of any crop deposited in any building, or of brick in kilns, or of wood, sawed lumber, railroad ties, or logs when gathered together in piles, which cannot, in the opinion of the officer levying upon the same, be moved without manifest injury, shall be effectual to hold the same, without any removal thereof; *provided* the service of such attachment shall be completed and a copy of the process and of the accompanying complaint, with the officer's return indorsed thereon, particularly describing the property attached, shall be filed in the office of the town clerk of the town in which such property shall be situated, within twenty-four hours after such attachment shall have been made; and when the levy is upon any such hay, unthreshed grain, crops, or brick, the officer shall also post a notice of his attachment on the outer door, or other conspicuous place, of the building in which such property is situated.

TITLE SIX. — CHAPTER 58.

1856.
Rev. 1888, §1178.

§ 917. Levy on interest of one railroad in another's property. The levy of executions on the equitable right or interest which any railroad corporation may have in the whole, or any part of the real estate, right of way, or roadbed, of any other railroad corporation, together with the income, rents, and profits

which may be due or coming due thereon, shall be by leaving a true and attested copy thereof with the treasurer, secretary, or clerk, of said last-named corporation, with an attested certificate by the officer making such levy, that he levies upon such right or interest to satisfy such execution; and thereupon he shall post the same upon some signpost in the town where such last-named corporation has its office or principal place of business in this state, and, as in cases of personal property, shall, at vendue, sell the same, together with such income, rents, and profits, or so much of them as shall be sufficient to satisfy said execution, and shall give to the purchaser a written conveyance of such right and interest, and shall also leave with such treasurer, secretary, or clerk, a true and attested copy of such execution, and of his return thereon; and the purchaser shall thereupon become entitled to said right and interest, and to all rents, profits, and income thereon, to which such debtor was entitled.

TITLE SIX. — CHAPTER 79.

§ 1119. Action for injury to person and property limited to one year. No action to recover damages for injury to the person, or for an injury to personal property caused by negligence, shall be brought but within one year from the date of the injury or neglect complained of.

1865, 1867.
Rev. 1888, §1388.
1893, ch. 45.
1897, ch. 189.
1903, ch. 149.

§ 1120. Suit for forfeiture on penal statute limited to one year. No suit for any forfeiture upon any penal statute shall be brought but within one year next after the commission of the offense.

1872.
Rev. 1888, §1370.

§ 1130. Four months' notice required in actions against railways. No action to recover damages for an injury to, or for the death of, any person, or for an injury to personal property, caused by negligence, shall be maintained against any electric, cable, or street railway company, or against any steam railroad company, unless written notice containing a general description of the injury and of the time, place, and cause of its occurrence, as nearly as the same can be ascertained, shall have been given to the defendant within four months after the neglect complained of, unless the action itself is commenced within said period of four months. Such notice may be given to the secretary, or to any agent or executive officer of the company in fault.

1895, ch. 176.
1897, ch. 197.

TITLE SEVEN. — CHAPTER 82.

1801, 146, 1873.
Rev. 1888, §1400.

§ 1141. Homicide, when punished by death. Every person who shall commit murder in the first degree, or who shall cause the death of another by wilfully placing any obstruction upon any railroad, or by loosening, taking up, or removing any part of the superstructure of such railroad, or by wilfully burning any building or vessel, shall suffer death.

1907, ch. 267.

Penalty for misconduct of railroad or railway servant causing loss of life. Every servant of any railroad or electric railway company who shall, in consequence of his intoxication, or of any gross or wilful misconduct or negligence, cause any loss of life, or the breaking of a limb, shall be imprisoned not more than ten years.

1873.
Rev. 1888, §1471.
1895, ch. 87.

§ 1145. Wilful throwing or shooting at railway cars. Every person who shall wilfully throw or shoot any missile at any locomotive or railroad car, or street railway car, whereby the safety of any person is endangered, shall be fined not more than five hundred dollars, or imprisoned not more than one year, or both.

TITLE SEVEN. — CHAPTER 84.

1852, 1873.
Rev. 1888, §1429.

§ 1182. Placing obstructions on railroads. Every person who shall wilfully place any obstruction upon any railroad, or who shall loosen, tear up, or remove any part of a railroad, shall be imprisoned in the state prison not more than ten years; and if he shall do the same with intent to throw any locomotive or car from the track of such railroad, or to obstruct any car in motion, he shall be imprisoned in such prison not more than thirty years.

1871.
Rev. 1888, §1431.

§ 1184. Displacement of switches or injury to signals on railroads. Every person who shall wilfully displace any switch upon any railroad, or injure, or destroy any electric signal in use thereon, or any material or property appertaining thereto, or who shall interrupt the use of any wire, lever, pin, or battery, used to operate such signal, or its connection therewith, shall be fined not more than one thousand dollars, and imprisoned in the state prison not more than ten years.

§ 1199. Breaking and entering railroad car for criminal purpose. Any person who shall at any time break and enter any railroad car, with intent to commit a crime therein, shall be imprisoned not more than ten years.

1895, ch. 213.

§ 1208. Theft or embezzlement of passage tickets. Every person who shall steal any ticket, coupon, check, or other paper or writing, lawfully issued by any common carrier, entitling or purporting to entitle the holder or proprietor thereof to a passage upon any railroad or in any vessel or other public conveyance; or who shall falsely make, alter, forge, or counterfeit any such coupon, check, or other paper or writing, or who shall embezzle any such ticket, coupon, check, or other paper or writing, shall be fined not more than five hundred dollars, or imprisoned in a jail not more than one year, or both.

1895, ch. 118.

§ 1234. Wilful injury to cars or engines. Every person who shall wilfully injure any engine or car used upon any railroad, or any car or motor used upon any street railway, or who shall wilfully and maliciously take or remove the waste or packing from or out of any journal box or boxes of any locomotive, engine, tender, carriage, coach, car, caboose, truck, or motor used or operated upon any railroad or street railway, shall be fined not more than five hundred dollars, or imprisoned not more than three years, or both.

1852.
Rev. 1888, §1472.
1895, ch. 87.
1905, ch. 193.

§ 1235. Nuisances on railroad tracks or in depots. Every person who shall cast, empty, or discharge, or permit to be cast, emptied, or discharged, any filth, rubbish, foul or offensive wash or water, or the contents of any privy, vault, cess-pool, or sewer, upon or into any railroad or railroad depot in any city, shall be fined not more than fifty dollars, half of which shall be paid, by order of court, to the person furnishing to the proper officer information that leads to a conviction.

1866.
Rev. 1888, §1473.

§ 1236. Nuisances on railroad bridges. Every person who shall commit any nuisance in or upon any railroad bridge shall be fined not more than seven dollars, or imprisoned not more than thirty days, or both.

1869.
Rev. 1888, §1474.

§ 1241. Wilful injury to electric railway appliances. Every person who wilfully and unlawfully displaces, removes, cuts, injures, or destroys any wire, insulator, pole, dynamo, signal, signal box, switch, or motor attached, appertaining

1895, ch. 72.
1905, ch. 73.

to, or connected with, any railroad or street railway operated by electricity, shall be fined not more than five hundred dollars, or imprisoned not more than three years.

1897, ch. 53.

§ 1242. Unlawful appropriation of electric current. Every person who shall, without permission, knowingly withdraw or cause to be withdrawn, and appropriate to himself for his own use or for the use of any other person, any current of electricity from the wires of any person or corporation authorized to manufacture, sell, or use electricity for the purpose of light, heat, or power; and any person having permission to use the said electric current for certain specified purposes, who shall knowingly, wilfully, and intentionally withdraw or cause to be withdrawn such electric current for any other purpose; and every person to whom such electric current is furnished from or by means of a meter, who shall wilfully and with intent to cheat and defraud any of said persons or corporations, alter or interfere with such meter, or by any contrivance whatsoever, withdraw or take off the electric current in any manner except through such meter, shall be fined not more than fifty dollars, or imprisoned not more than ninety days, or both.

1905, ch. 76.

Trespass upon street railway cars. Every person who shall wilfully and unlawfully be upon, occupy, or attach himself to the fender, bumper, coupler, draw bar, roof, or other part of the car of any electric or street railway company, not intended for passengers, shall be fined not more than twenty dollars, or imprisoned not more than thirty days, or both.

1869.
Rev. 1888, §1483.

§ 1249. Wilful injury to baggage on public conveyances. Every person whose duty it is to handle, remove, or take care of the baggage of passengers, by any public conveyance, who shall wilfully or recklessly injure or destroy any article of baggage, while loading, transporting, unloading, delivering, or storing the same, shall be fined not more than fifty dollars, half of which shall be paid by order of the court to the person who shall make complaint.

TITLE SEVEN. — CHAPTER 86.

1874.
Rev. 1888, §1517.
1895, ch. 87.

§ 1293. Abandonment or obstruction of engines or cars. Every person who shall unlawfully, maliciously, and in violation of his duty or contract, unnecessarily stop, delay, or

abandon any locomotive, car, or train of cars, or street railway car, or shall maliciously injure, hinder, or obstruct the use of any locomotive, car, railroad, or street railway car, or street railway, shall be fined not more than one hundred dollars or imprisoned not more than six months.

§ 1294. Wilful hindering street railway company in use of its tracks. Every person who shall wilfully hinder any electric, cable, or street railway company in the use of its roads or tracks, shall be fined not more than fifty dollars, or imprisoned not more than three months, or both.

1874.
Rev. 1888, §3603.
1889, ch. 44.

TITLE SEVEN. — CHAPTER 88.

§ 1334. Transportation of animals on railroads. No railroad company, in transporting animals, shall permit them to be confined in cars more than twenty-eight consecutive hours, except when transported in cars in which they have proper food, water, space, and opportunity for rest, without unloading them for food, water, and rest, for at least five consecutive hours, unless prevented by storm or other accidental cause; and in estimating such confinement, the time during which the animals have been confined, without such rest, on connecting roads from which they are received, shall be included. Animals so unloaded shall be properly fed, watered, and sheltered during such rest by the owner or person having their custody, or on his neglect, by the railroad company transporting them, at his expense; and said company shall, in such case, have a lien upon such animals for food, care and custody furnished, and shall not be liable for any detention of them for such purpose; and any such company, owner, or custodian of such animals, who shall not comply with the provisions of this section, shall be fined not more than five hundred dollars. The knowledge and acts of agents of, and of persons employed by such company, in regard to animals transported, owned, or employed by it, or in its custody, shall be held to be its acts and knowledge.

1874.
Rev. 1888, §1544.

TITLE SEVEN. — CHAPTER 89.

§ 1373. Neglect to close gates and bars at railroad crossings. Every person who shall enter upon, or cross a rail-

1876.
Rev. 1888, §1573.

road at any private way which is closed by gates or bars, and shall neglect to securely close them, shall be fined not more than ten dollars, and shall be liable for any damage resulting therefrom.

1869.
Rev. 1888, §2557.

§ 1388. Gaming on public conveyances. Every person who shall play at any game, for any valuable thing, or shall solicit another to do the same, upon any public conveyance, and every person who shall win or lose any valuable thing by so playing, or betting on such play, or by sharing in any stake or wager of others, who so bet or play, shall be fined not more than two hundred dollars, and imprisoned not more than six months.

TITLE SEVEN. — CHAPTER 91.

1889, ch. 121.

§ 1423. False returns to commissioners. Every person who shall wilfully make false report to the insurance commissioner or the railroad commissioners, or who shall testify or affirm falsely to any material fact in any matter wherein an oath or affirmation is required or authorized, or who shall make any false entry or memorandum upon any book, paper, report, or statement of any insurance or railroad company, with intent in either case to deceive the insurance commissioner, or the railroad commissioners, or any agent appointed to examine the affairs of any such company, or to deceive the stockholders or policy-holders or any officer of any such insurance or railroad company, or to injure or defraud any such company, and any person who, with like intent, aids or abets another in any violation of this section, shall be imprisoned not more than five years.

1867, 1871.
Rev. 1888, §1591.
1889, ch. 68.
1895, ch. 87.
1903, ch. 123.
1905, ch. 72.

§ 1428. Fraudulent evasion of payment of fare. Every person who shall fraudulently evade or attempt to evade, or who shall, upon demand by the owner, agent, or person authorized to make such demand, refuse payment of the lawful fare for his conveyance on any steamboat, or in any steam railroad car, or in any electric or street railway car, or for the use of any public hack, carriage, or express wagon, shall be fined not more than twenty dollars, or imprisoned not more than thirty days, or both.

1899, ch. 153.

§ 1429. Fraudulent issue and use of transfer ticket upon public conveyance. Every conductor of a street railway car or other public conveyance, and every other person whose

duty it is to collect fares on such car or conveyance, or issue a transfer ticket, or written or printed instrument, giving, or purporting to give, the right of transfer to another person or persons from a public conveyance operated upon one line or route of a street railway, to a public conveyance upon another line or route of a street railway, or from one car to another car upon the same line of a street railway, who shall knowingly and with intent to defraud the person or corporation operating such public conveyance or car, issue, sell, or give any such transfer ticket or instrument to another person not lawfully entitled thereto, or receive, use, or return any such transfer ticket or instrument unlawfully issued or presented for fare, in lieu of a regular cash fare, or substitute any such transfer ticket or instrument for any cash fare collected by him; and every person who shall fraudulently and with intent to evade the payment of a fare, receive and use or offer for passage any transfer ticket or instrument not originally issued to him; and every person who shall sell or give any such transfer ticket or instrument originally issued to him, to another person with intent to have such transfer ticket or instrument used or offered for passage by such other person, shall be fined not more than fifty dollars, or imprisoned not more than thirty days, or both.

TITLE SEVEN. — CHAPTER 95.

§ 1488. Fines and forfeitures; prosecutions; liability of corporation. All fines, forfeitures, and penalties, unless otherwise expressly disposed of by law, if imposed on any person by the superior court or by the criminal court of common pleas, or by the district court of Waterbury, shall belong to the state; if by a justice of the peace, to the town wherein the offense was committed. When a fine, penalty, or forfeiture is imposed by any statute as a punishment for any offense, and any part thereof is given to the person aggrieved, or to him who shall sue therefor, and the other part to the state, county, or town, all proper informing officers shall make presentment of such offense to the court having cognizance thereof; and the whole of such fine, penalty, or forfeiture, shall, in such case, belong to the state, county, or town, as the case may be. Whenever any corporation has incurred a penalty or forfeiture, or is liable to a fine, the state's attorney in the county wherein such corporation is located,

1750, 1814, 1886.
Rev. 1888,
§§1611, 1691.
1899, ch. 190.

or has its principal place of business in this state, may bring a civil action, on this statute, in the name of the state, to recover such penalty, forfeiture, or fine. The jurisdiction of the court to which such action may be brought shall be determined by the maximum amount of the penalty, forfeiture, or fine that may be imposed. The court shall render judgment, under the limitations of law, for the recovery of such penalty, forfeiture, or fine, and issue execution therefor.

TITLE SEVEN. — CHAPTER 97.

1821, 1874, 1878.
Rev. 1888, §1618.

§ 1504. Venue. Every person charged with any offense shall be tried in the county wherein it shall have been committed, except when it is otherwise provided; and when theft shall be committed in one county, and the property stolen shall be carried into another county, the offender may be tried in either county. All persons arrested for offenses committed upon cars or steamboats may be prosecuted before any court, in the same manner as if such offenses had been committed in the town in which such court is held.

TITLE NINE. — CHAPTER 110.

1650, 1722, 1867,
1874.
Rev. 1838, §2002.
1895, ch. 302.
1897, ch. 132.

§ 1770. Arrest without warrant. Sheriffs, deputy sheriffs, constables, borough bailiffs, police officers, special protectors of fish and game, and railroad and steamboat police, in their respective precincts, shall arrest, without previous complaint and warrant, any person for any offense in their jurisdiction, when the offender shall be taken or apprehended in the act, or on the speedy information of others; and all persons so arrested shall be immediately presented before proper authority.

TITLE TEN. — CHAPTER 121.

1899, ch. 216, §2.

§ 1950. Street railway company to sprinkle street or highway, when. Every street railway company operating a street railway upon any part of a street or highway the remaining width of which shall be sprinkled by the town, city, or borough within which such street or highway is located, shall itself sprinkle with water so much of the width of said part of said street or highway as is included within its tracks and a space

of two feet on the outside of the outer rails thereof, to the acceptance of said town, city, or borough; and said town, city, or borough shall furnish such street railway company, free of expense to such company, the water to be used for such sprinkling. Any town, city, or borough, and any street railway company operating therein, shall have the power to contract together for the sprinkling with water by the street railway company of the whole width or any part of a street or highway along which said company operates a street railway, and said town, city, or borough shall obtain and furnish to such street railway company water to be used in sprinkling streets or highways in such town, city, or borough.

Assessments of railroads and street railways for street sprinkling. Whenever any municipality shall provide for the sprinkling of any street within its limits and such street shall be crossed at grade by a railroad or street railway, such municipality may assess upon such railroad or street railway the expense for sprinkling that portion of the street which is occupied as a right of way by such railroad or street railway, and may recover the cost of sprinkling such right of way from such railroad or street railway in any proper action.

1909, ch. 235.

TITLE ELEVEN. — CHAPTER 125.

§ 2015. Certain bridges to have draws. No bridge without a draw shall be built or maintained across any water navigated by open-deck vessels for business purposes, whose passage would be impeded thereby; and if any bridge is so maintained or its construction commenced, the superior court, as a court of equity, or any judge thereof in vacation, upon the complaint of any party aggrieved, may enjoin the maintenance or construction of such bridge, and may order its removal at the expense of the respondent, and that a suitable bridge be built, and establish the width of the draw therein. But whenever any public highway shall be laid out over any navigable water, it shall be competent for the committee of the superior court appointed with power to lay out such highway, or for a committee appointed by the superior court upon the application of the selectmen of the town which has laid out such highway, to inquire, after due and reasonable notice to all parties interested,

1873, 1881.
Rev. 1888, §2068

whether the building, construction, or maintenance of a bridge without a draw will materially interfere with the navigation of the said water by open-deck vessels for business purposes. If such committee finds that the construction or maintenance of such a bridge without a draw will not materially interfere, as aforesaid, with the navigation of said water, then said committee, after giving at least five days' notice in the manner prescribed for the service of legal process to all persons owning wharves, docks, or wharf privileges above such bridge, may assess the damages which the construction of such bridge without a draw will be to the owners of such wharf or wharf privileges, and if the committee shall find that the total amount of such damages, if paid by the town in which such bridge is located, will be more economical for such town than the construction or maintenance of such bridge with a draw, then such bridge may be maintained, built, or constructed without a draw, after the amount of damages so found has been paid to the parties entitled to the same, or has been deposited in the town treasury subject to their order; and the amount of such damages shall be paid by the town in which the bridge is located, as a part of the expense of building or maintaining such highway or bridge. All persons interested in such wharves or wharf privileges shall be entitled to all of the privileges by way of remonstrance and re-estimate of damages which are provided in this chapter for persons interested in laying out or altering a highway. This section shall not be construed to authorize the construction of a bridge without a draw over Branford river below Hobart's bridge.

Branford river.

1869, 1871.
Rev. 1888, §2671.

§ 2018. Bridges over railroad tracks. The bottom timbers of all bridges constructed over any railroad track after July ninth, 1869, shall not be less than eighteen feet above the rails, unless the railroad commissioners require a less height and prescribe the same in writing.

1909, ch. 168.

Damages for injuries by defective roads or bridges. Section 2020 of the general statutes is hereby amended to read as follows: Any person injured in person or property by means of a defective road or bridge may recover damages from the party bound to keep it in repair; but no action for any such injury shall be maintained against any town, city, corporation, or borough, unless written notice of such injury and a general description of the same, and of the cause thereof, and of the time and place of its occurrence shall, within sixty days thereafter,

or, if such defect consists of snow or ice, or both, within five days thereafter, be given to a selectman of such town, or to the clerk of such city or borough, or to the secretary or treasurer of such corporation, unless the action itself shall be commenced by complaint setting forth the injury and a general description of the same, and of the cause thereof, and of the time and place of its occurrence, within the time limited for the giving of such notice; and when the injury is caused by a structure legally placed on such road by a railroad company, it, and not the party bound to keep the road in repair, shall be liable therefor.

Penalty for obstructing streets with railroad cars.

1909, ch. 188.

§ 1. No railroad corporation, or receiver or assignee thereof, or its or his servant or agent, shall wilfully or negligently obstruct or unnecessarily and unreasonably use or occupy any highway or street, or shall in any case obstruct, use, or occupy a highway or street with cars or engines for more than five minutes at one time. Any railroad corporation, or receiver or assignee thereof, violating any provision of this section shall be fined not more than one hundred dollars.

Repeal. § 2. Section 2039 of the general statutes as amended by chapter 4 of the public acts of 1903 is hereby repealed.

§ 2040. Highways in cities not to be obstructed by railroad trains. When any railroad crosses a highway in any city at grade within two hundred feet of a covered bridge on said highway, such highway shall not be obstructed by the making up of railroad trains, nor by allowing any train, car, or locomotive, to stand on or across said highway for more than three minutes at one time; and whenever such highway has been once so used or occupied, or whenever a locomotive or train has passed entirely over it, said highway shall not again be so used or occupied or crossed by locomotive or cars, until a sufficient time has been allowed to enable all teams which are ready and waiting for the purpose to cross the tracks of said railroad. Any servant, agent, or employee of any railroad corporation wilfully violating any provision of this section shall be fined not more than seven dollars, or imprisoned not more than thirty days, or both.

1881.
Rev. 1888, §2698.

§ 2047. Highways laid out near railroad need approval of judge. No highway which does not cross a railroad

1878.
Rev. 1888, §2700.

§ 2047. Judge shall consider danger more than expense. 64 C. 256.

track shall be laid out or opened to the public within one hundred yards of any railroad track unless the layout has been approved by a judge of the superior court, after notice to all parties in interest, and his written approval lodged in the office of the town clerk of the town in which the proposed highway is situated. No judge shall approve any such layout unless he finds that public convenience and necessity require such highway to be within such distance, and upon such approval the judge may require any town opening a highway to the public within such distance to erect and maintain such a fence between such highway and the railroad track as in his opinion the safety of the public may require.

1907, ch. 171.

Real estate of railroad company to be assessed for public improvements. § 1. All real estate, except railroad rights of way, belonging to any railroad corporation in this state, shall be subject to the same obligations as real estate belonging to individuals and private corporations concerning assessments of benefits and damages for municipal or public works and improvements, and the fact that any such real estate is held and used for railroad purposes shall not exempt it from assessment for special benefits on account of such municipal or public works and improvements.

Maintenance and repair of sidewalks; removal of snow. § 2. All such railroad corporations shall conform and be subject to the provisions and requirements of municipal charters and ordinances concerning the maintenance and repair of sidewalks and public places abutting their stations, whether passenger or freight, and concerning the removal of snow and ice from such sidewalks and public places.

1874, 1875, 1882,
Rev. 1888, §2703.
1895, ch. 211.
1901, ch. 66.

§ 2051. Damages or benefits by change of grade of highway. When the owner of land adjoining a public highway, or of any interest in such land, shall sustain special damage or receive special benefits to his property by reason of any change in the grade of such highway, or by reason of excavations in such highway, made in the process of repairing the same by the town, city, or borough, in which said highway may be situated, or by any corporation whether acting by authority or direction of the railroad commissioners or otherwise, such town, city, borough, or corporation, shall be liable to pay to such owner the amount of

such special damage, and shall be entitled to receive from him the amount or value of such special benefits, to be ascertained in the manner provided for ascertaining damages and benefits occasioned by laying out or altering highways. Whenever special benefits shall be finally assessed and established concerning any lands or interests therein, under the foregoing provisions, such town, city, borough, or corporation, shall have a lien upon the lands concerning or upon which they are so assessed, to be established and enforced in the manner provided for establishing and enforcing liens for benefits occasioned by public works in the town, city, or borough, in which such highway is situated.

§ 2060. Highway unsafe by railroad occupation altered by court. The superior court of the county in which is any highway, or any portion thereof, taken for railroad purposes by any other corporation than a street railway company, unless such highway or portion thereof is in a city or borough which has control of its highways, or has been constructed since such railroad, may, upon the petition of any party interested, served upon said company as other civil process, appoint a committee of three to inquire whether such highway or portion thereof is unsafe for travel by reason of such railroad, or whether any alteration of such highway or the construction of a new highway is thereby rendered necessary for the public safety and convenience; and such committee shall hear said parties and report their opinion thereon to said court, which may make any proper order in the premises; and if it shall order any such alteration or construction, and said company shall refuse to comply with such order, said town shall alter or construct such highway and may recover the expense thereof from said company.

1866.
Rev. 1888, §2712.

§ 2081. Highway crossing railroad. When deemed discontinued. Any public highway crossing a railroad, the use of which crossing has been abandoned for a period of at least fifteen years, shall be deemed discontinued.

1897, ch. 207.

§ 2094. State payment for drawbridge crossed by street railway. Every town or city, owning, operating, and maintaining a drawbridge over and across which any street railway company operates its cars shall, upon the presentation to the comptroller of a certificate to that effect, signed by the select-

1901, ch. 145, §1

men of such town or the mayor of such city, receive from the state annually the sum of five hundred dollars for each and every such drawbridge.

TITLE THIRTEEN. — CHAPTER 144.

Of Grand Army
posts.

State bonds.

Certain muni-
cipal bonds.

§ 2315. Property exempt from taxation. The following property shall be exempt from taxation: . . . all moneys or funds received and accumulated by grand army posts in the state of Connecticut, from donations, bequests, and collections for charitable purposes, or which may hereafter be received by grand army posts for charitable purposes; bonds of the state of Connecticut issued pursuant to any act which provides for their exemption from taxation; bonds in the hands of the holders thereof, issued by any town or city in aid of the construction of the railroads of the Connecticut Western Railroad Company, the New Haven, Middletown & Willimantic Railroad Company, the Shepaug Valley Railroad Company, the Connecticut Valley Railroad Company, the Connecticut Central Railroad Company, or either of them, to provide or raise money to pay for stock subscribed for by it in any of said companies; but such bonds or stock, when their avails shall have been expended in the construction of any of said railroads, shall be assessed and taxed in the manner provided in § 2424. When any town or city in this state has issued or shall issue new bonds under or by virtue of any statute, public or private, for the purpose of redeeming or providing a fund to redeem its bonds originally issued in aid of the construction of any railroad, and which by the statutes of this state were exempt from taxation, or for redeeming or providing a fund to redeem any reissue of the same, such new bonds, and the amount invested therein, shall be exempt from taxation in the hands of the holders thereof in the same manner and to the same extent as the original bonds, and the amount invested therein, and no direct, indirect, or franchise tax shall be assessed thereon.

1852, 1872.
Rev. 1888, §3830.

§ 2326. Property in another state, and taxed there, exempt here. The list of any person need not include any property situated in another state, when it can be made satisfactorily to appear to the assessors that the same is fully assessed and taxed in such state, to the same extent as other like property owned by its citizens; but the provisions of this section shall not

apply to moneys loaned by residents of this state to any party out of this state, as money at interest; nor to bonds issued by, or loans made to, any railroad company located out of this state, when such bonds are owned, and loans made, by residents of this state.

§ 2330. Taxation of dwelling houses of railroad companies. Every dwelling house belonging to any railroad company shall be set in the list and taxed in the town where said dwelling house is situated, notwithstanding the fact that the same may be rented to or occupied by an employee of said railroad company; and the amount paid for taxes on any such dwelling house or houses shall be deducted from the sum required by law to be paid by such railroad company for taxes to the state. 1877.
Rev. 1888, §3835.

§ 2423. Returns by railroad companies. § 1. The secretary or treasurer of every railroad company, any portion of whose road is in this state, or if such portion of said road is in the hands of a trustee or receiver, then such trustee or receiver, shall, on or before the tenth day of November, annually, deliver to the comptroller a sworn statement of the condition and affairs of said company or road as they existed on the thirtieth day of the preceding September, in the following particulars, namely: the number of shares of its stock, and if the same consists of different classes, then of those of each class, and the market value of each share, the dividends paid per share on each class of said stock during the year preceding such thirtieth day of September, and the dates of said payments, the amount of its funded and floating debt, and the market value of any of such indebtedness which is below par in value, the number, amount, and market value of any unpaid bonds secured by mortgage on the property of said company by any of its predecessors in title and legally convertible into the capital stock of such company, the amount of bonds issued by any town or city of the description mentioned in section 2315, when the avails of such bonds, or stock subscribed and paid for therewith, shall have been expended in such construction, the amount of money actually on hand in cash in the treasury or in the possession of the proper officers or agents of the company or of any such trustee 1864, 1869, 1871,
1875, 1876, 1882,
1887.
Rev. 1888, §3919.
1907, ch. 115.

§ 2423. Cash on hand means money or instruments which pass from hand to hand or are immediately convertible into money. 60 C. 327. Tax on railroads running into other states constitutional. 60 C. 327.

or receiver, the amount paid for taxes in this state during the year ending on said thirtieth day of September upon any real estate owned by said company, trustee, or receiver, and not used for railroad purposes, the whole length of the road, and the length of those portions thereof lying without this state.

Meetings of board of equalization to correct returns.

§ 2. Section 2441 of the general statutes is hereby amended to read as follows: The board of equalization shall meet at the treasurer's office at the capitol in every year, on the secular day next succeeding each of the last days limited by the preceding sections of this chapter for making any of the annual returns to the comptroller for purposes of taxation required by either of said preceding sections, at ten o'clock in the forenoon, to examine and correct such returns and the valuations required thereon, and to hear any party making such return in regard to such valuations, and said board may adjourn from time to time within eight days next succeeding the first day of said meetings, respectively, except that in the case of returns by railroad companies said board may adjourn from time to time to within thirteen days next succeeding the first day of said meetings; and if any person shall not make such return as prescribed, or shall make erroneous returns, said board shall, at said meeting hereinbefore fixed, or at some adjournment thereof as aforesaid, make out, upon the best information which it can obtain, the statement required to be made and returned by such person; and a true copy of such statement as corrected or made out by said board shall be returned to each cashier, treasurer, secretary, superintendent, manager, company, association, or partnership, and the valuation of the several items of money and estate, and the amount and number, contained in such statement shall be final, and the sums required shall be paid according to it.

1864, 1869, 1871,
1875, 1882, 1887.
Rev. 1888, §3920.

§ 2424. Tax on railroad companies. Every such railroad company, trustee, or receiver, shall, on or before the twenty-fifth day of November, annually, pay to the state one per cent. of

§ 2424. Exemption of original capital applied to increase, including preferred stock. 30 C. 290. This section does not exempt railroad bonds in the hands of holders. 33 C. 187. Assessments of benefits not within this section as a tax. 36 C. 255. Exemption from other taxation not limited to that used for railroad purposes. 40 C. 491. What property regarded as used for railroad purposes. 40 C. 498. Statute seeks to tax value of property within this state devoted to railroad purposes. 42 C. 103; 48 C. 53. Compensation for additional burden because of street railway not a tax. 67 C. 198.

the valuation, made and corrected by the board of equalization, of said stock, and one per cent. of the par value of such funded and floating indebtedness, as required to be contained in said statement, or, if any of said indebtedness is worth less than par, then one per cent. of its valuation made and corrected by said board, after deducting from such valuations the amount of any bonds or other obligations of said company, or of their market value, if below par, which may be held in trust for said company as a part of any sinking fund belonging to it, and also deducting from said sum required to be paid, the amount paid for taxes in this state during the year upon any real estate owned by said company, trustee or receiver, and not used for railroad purposes; and the valuation so made and corrected by said board shall be the measure of value of such railroad, its rights, franchises, and property in this state for purposes of taxation; and this sum shall be in lieu of all other taxes on its franchises, funded and floating debt, and railroad property in this state.

§ 2425. Tax when only part of railroad lies in this state. When only part of a railroad lies in this state, the company owning such road shall pay one per cent. on such proportion of the above-named valuation as the length of its road lying in this state bears to the entire length of said road. But in fixing the aforesaid valuation and lengths, neither the value nor length of any branch thereof in this state, which the board of equalization shall determine to be of less value per mile than one-fourth of the average value per mile of the trunk road, shall be included; but every such branch shall be estimated at its true and just value by the board of equalization, and such railroad company shall pay to the treasurer of this state one per cent. on such value, at the time fixed in § 2424 for the payment of other railroad taxes; and when any such sum becomes due, and such company shall not have then the management and control of its road, or the road bearing its name, the person or corporation then owning or managing such railroad shall pay such sum to the state within the time above prescribed.

1864, 1876.
Rev. 1888, §3921.

§ 2426. Lessee of railroad may deduct taxes paid from rent. The taxes paid by the lessee of any railroad, under any contract or lease, existing on the tenth day of July, 1862,

1862.
Rev. 1888, §3922.

§ 2425. No deduction because of leased lines in another state not owned.
48 C. 44.

may be deducted from any payments due or to become due to the lessor, on account of such contract or lease.

1881.
Rev. 1888, §3923.
1895, ch. 74.
1899, ch. 31.
1903, ch. 173.

§ 2427. Returns as to railroads and railways in other state, or boat company. Every railroad company in this state, which holds by lease or otherwise a railroad or railway in another state which is not a part of its own road, shall state in its annual return for the purposes of taxation how much of its funded and floating debt was occasioned by, and how much of its capital stock was issued for, any amount which has been expended by it in the construction or permanent improvement of such railroad or railway in another state, or in the purchase of equipment for exclusive use thereon; and how much of its capital stock was issued, under the provisions of any law of this state, in exchange for, or purchase of, the capital stock or obligations of any railroad or railway corporation whose line of railroad or railway is without the limits of this state; and how much of its funded and floating debt was occasioned by such exchange or purchase; and, in computing the amount of the tax to be paid by said company to this state, the amount of such funded or floating debt, and of such stock so occasioned or issued as aforesaid, shall be first deducted from the total amount of its funded and floating debt and stock; and such railroad company shall in said return report how much of its funded and floating debt was occasioned by, and how much of its capital stock was issued for, the purchase of the capital stock or obligations of any steamboat company operating a line of steamboats in connection with the line of said railroad company; and, in computing the amount of tax to be paid by such railroad company to this state, the amount of such funded and floating debt and of such capital stock shall be deducted from the total amount of its funded and floating debt and stock.

1875.
Rev. 1888, §3924.

§ 2428. Returns by railroad mortgagees in possession. The mortgagees or trustees of any railroad lying in whole or in part in this state, who have, or shall hereafter, come into possession of the same by virtue of any mortgage thereof, shall, within the first ten days of October, annually, so long as they remain in possession of said railroad, deliver to the comptroller a sworn statement of the value of said road, its equipment and other property located in this state, and in their hands, as such mortgagees or trustees.

§ 2429. Tax on railroad in hands of mortgagees or trustees. Said mortgagees or trustees shall, on or before the twentieth day of October in each year, or as soon thereafter as the earnings of said road or other moneys in their hands will allow, pay to the state a sum equal to one per cent. on the value of said road, equipment, and other property, less the amount of taxes paid by them on any real estate in their hands not used for railroad purposes.

1875.
Rev. 1888, §3925.

§ 2430. Return and payment when another company buys railroad. In all cases in which the road and estate of any railroad company has been, or shall be, foreclosed under any mortgage executed by it, and any other railroad company has become or shall become, by purchase or otherwise, the owner of said road and estate so foreclosed, such other company shall make the returns and payments required by this chapter, and any funded or floating indebtedness for which such railroad and estate is liable shall be considered, for the purpose of this enactment, as the indebtedness of said company, whether the same may have been contracted by it or by some predecessor in title.

1875.
Rev. 1888, §3926.

§ 2431. Taxes to be liens on railroad property. Any and all taxes which shall become due to the state from any railroad company, or from the mortgagees or trustees of any railroad under the provisions of this chapter, shall be and remain a lien on the road and property on account of which said tax is imposed, until the same shall be paid, and shall take precedence of any and all other incumbrances and liens whatever.

1875.
Rev. 1888, §3927.

§ 2432. Taxation of street railways. The existing statutes with regard to the taxation of railroads shall apply, extend to, and include all street railways of every description.

1893, ch. 209.
1905, ch. 264.

Taxation of corporations doing an express business wholly on lines of electric railway. Every corporation conducting an express business wholly on lines of electric or street railways within this state, shall annually, within the first ten days of October, deliver to the tax commissioner a statement, sworn to by its treasurer or other accredited officer or agent, showing the gross receipts of said corporation for its

1907, ch. 268.

express business conducted wholly on the lines of electric or street railways within this state during the year preceding the first day of July then last past; and each such corporation shall annually, within the first twenty days of October, pay to the state two per centum of such gross receipts, which sum shall be in lieu of all other taxes upon the property of such corporation used in the conduct of such express business.

1887.
Rev. 1888, §3931.
1890, ch.171.

§ 2442. Value of certain railroad stocks, how determined. If any railroad company, during the two years ending on the thirtieth day of September next preceding the time for making such annual returns, has paid regular dividends at the same annual rate per cent. on all or any class of its shares of stock, the market value of each share of such stock, or class of stock, as the case may be, for the purpose of the returns so to be made as aforesaid, shall be the average of the closing bids or prices offered for said stock or any shares thereof during the twelve consecutive months preceding the time for making such returns, as regularly published by any board of brokers, such board being named in said returns; and every party whose duty it is to make such returns shall adopt, in making the same, such average price as the invariable standard of said market value, and the board of equalization in examining and correcting said returns, and in making out the statements required to be made, as the case may be, shall conform to and adopt such valuation, unless they shall be of the opinion that the interests of the state require that the market value of said stock shall be otherwise ascertained, in which case they may find, upon the best information which they can obtain, and fix, a different valuation. As to all other shares of stock in any railroad company, the market value thereof shall be ascertained and returned, as far as possible, in the same manner as is hereinbefore provided for the shares of stock upon which regular dividends have been paid as aforesaid, but in such returns any facts may be stated showing that such market value differs from the true value, and the board of equalization, in examining and correcting said returns and in making out the statements required to be made, shall regard said market value, if it can be so ascertained, as the proper standard of the value of such shares, unless from the facts stated, or from other information, they shall think it proper to adopt a different valuation, which they in such cases may do.

§ 2443. Valuation in certain cases. In all cases where for any reason it is not possible or feasible to fix or ascertain the market value for any stock in the manner aforesaid, it shall be returned by the party, whose duty it is to make such return, at the price of the last reported market sale of said stock, and in such cases the board of equalization may, in correcting said returns, and making out any statements so required to be made, fix and determine, according to the best information which they can obtain, any valuation for said stock which they may think proper.

TITLE TWENTY-TWO. — CHAPTER 197.

§ 3335. Proxies limited. No person shall vote at any meeting of the stockholders of any bank, trust company, or railroad company, by virtue of any power of attorney not executed within one year next preceding such meeting. No such power shall be used at more than one annual meeting.

1831, 1852.
Rev. 1888, §1927.

Proxies at stockholders' meetings. At all stockholders' meetings stockholders may vote in person or by an attorney duly authorized by a written power. Every share of stock shall entitle the holder thereof to one vote except when otherwise provided in its charter or certificate of incorporation or in any statute affecting it, and persons holding stock in a fiduciary capacity and pledgors of stock shown to be such by the record of transfer shall have the same voting rights upon shares of stock so held as any holder of such shares would have, except that pledgors in the transfer of stock may expressly empower the pledgees to vote thereon. No proxy hereafter made shall be valid after the expiration of eleven months from the date of its execution unless a longer term be expressly provided for therein.

1905, ch. 171.

TITLE TWENTY-SIX.

RAILROAD AND RAILWAY CORPORATIONS, AND RAILROAD COMMISSIONERS.

CHAPTER 212.

Organization and Powers of Steam Railroad Companies.

Railroad companies. § 1. Every railroad company may hold such real estate as may be convenient for accom-

1905, ch. 126.

plishing the objects of its organization; may by its agents enter such places as may be designated by its directors, for the purpose of making surveys and determining the line whereon to construct its railroad; and may construct, equip, and maintain a railroad, with one or more tracks, over the route specified in its charter, and transport persons or property thereon by any power.

§ 2. No land shall be taken without the consent of its owner, except within two years after the approval of the location of the route by the railroad commissioners. When the lands of any *feme covert*, infant, *cestui que trust*, or person *non compos mentis*, shall be necessary for the construction of a railroad, said land may be taken on giving notice to the husband of such *feme covert*, the trustee of such *cestui que trust*, the guardian, either natural or appointed, of such infant, and the conservator of such person *non compos mentis*, who may respectively give releases for all damages for lands so taken, as fully as if the same were holden in their own right.

§ 3. Sections 3658 to 3669, inclusive, and sections 3672 to 3679, inclusive, of the general statutes are hereby repealed.

1871.
Rev. 1888, §3438.

§ 3670. **Company's powers.** Every railroad company may hold such real estate as may be convenient for accomplishing the objects of its organization; may by its agents enter such places as may be designated by its directors, for the purpose of making surveys and determining the line whereon to construct its railroad; and may construct, equip, and maintain a railroad, with one or more tracks, over the route specified in its charter or articles of association, and transport persons or property thereon by any power.

1867, 1882.
Rev. 1888, §3439.

§ 3671. **Right to take land limited.** Lands of infants and others. No land shall be taken except as hereafter in this chapter provided, without the consent of its owner, except within two years after the approval of the location of the route by the railroad commissioners. When the lands of any *feme covert*, infant, *cestui que trust*, or person *non compos mentis*, shall be necessary for the construction of a railroad, said lands may be taken on giving notice to the husband of such *feme covert*, the trustee of such *cestui que trust*, the guardian, either

natural or appointed, of such infant, and the conservator of such person *non compos mentis*, who may respectively give releases for all damages for lands so taken, as fully as if the same were holden in their own right.

CHAPTER 213.

Location and Construction of Steam Railroads.

§ 3680. Taking of land; commissioners' approval. 1849, 1883.
Rev. 1888, §3460.
Every railroad company may lay out its road not exceeding six rods wide; and for the purpose of such layout and for cuttings, embankments, and procuring stone and gravel, and for necessary turnouts, may take as much real estate as may be necessary for the proper construction and security of the road: but no real estate without the limits of such road shall be so taken without the permission of the parties interested therein, unless the railroad commissioners, on application of such company, and after notice to said parties, shall first prescribe the limits within which real estate shall be taken for such purposes, and no railroad shall lay out and finally locate its road without the written approval of the location by said commissioners. Any company may change the location of its road, or of any section or part thereof, either before or after such location has been approved by the commissioners, *provided* such change is made before the construction of such road or of such section or part thereof has been commenced, and is made with the written approval of said commissioners; and that all damages that may be occasioned to any person by the taking of any real estate for said purposes shall be paid for by such company as provided by law.

§ 3681. Deposit by company before approval of layout. 1882.
Rev. 1888, §3459.
Every such company, before applying to the commissioners for their approval of the location of its road, shall deposit with the state treasurer a sum equal to eleven dollars for each mile of its proposed road in this state. And the comptroller shall include such company among the several railroad companies in his next annual apportionment of the office expenses

§ 3680. The right of eminent domain may be exercised over property already taken for public use. 36 C. 198. When legislature authorizes a railroad company to take land, it in effect declares that land so taken is for a public use. 69 C. 437.

§ 3681. Layout may be in sections, and proportionate payments made as sections are approved. 73 C. 511.

and salaries of said commissioners, estimating the length of its main track or tracks as equal to the proposed length of its road; and said treasurer shall deduct from said deposit the amount so apportioned to such company, and return the remainder to the treasurer of such company.

1883, 1882.
Rev. 1888, §3461.

§ 3682. Location may be altered; certificate. Every company, after its line of road shall have been located, approved, and established, may so far alter such location as to change the radius of its curves, the width of its layout, the extent of depot grounds, its slopes and embankments, may straighten and improve its lines, and extend its lines of sight, when such changes are approved by the commissioners, and may take land for additional tracks, turnouts, and freight and passenger stations, and for the purpose of supplying water for the use of its engines and stations. A certificate of such changes or taking, duly signed by the commissioners, shall be lodged for record in the town clerk's office in the town or towns in which such changes are made or land taken.

1905, ch. 104.

Change of location of canals or water courses. § 1. Upon petition brought by any railroad company, the railroad commissioners may order the location of any canal or water course to be changed by said company for the purpose of enabling its railroad to be more advantageously constructed, maintained, or operated, reasonable notice of such application having first been given to the owner or owners of such canal or water course; and said company shall have power, for the purpose of carrying out any order of the railroad commissioners under this act, to take real estate in the manner provided in section 3687 of the general statutes.

§ 2. The decision of the railroad commissioners upon any petition brought under this act shall be communicated to the petitioner and to all persons to whom notice of the hearing on said petition was given, within twenty days after the final hearing thereon. Any owner of any canal whose

§ 3682. A highway may be taken for depot. 56 C. 314. Section 3747 does not give a right of appeal from a decision on a petition based on § 3682. 60 C. 164. Where authority of commissioners and authority of municipality conflict, commissioners prevail. 66 C. 222. No appeal is allowed from decision of commissioners under this section. 71 C. 281. Taking of land to change radius of curves, etc., approved. 72 C. 489.

location is changed by the order of the railroad commissioners shall have the same right of appeal from such order as is given by section 3747 of the general statutes concerning appeals from orders relating to stations.

§ 3. Whenever the location of a canal or water course shall be changed as provided herein, the flow of water therein shall not in anywise be interrupted, diminished, or impaired, and the cost of making such change, and of providing a new channel for said canal or water course, together with the cost of the walls, embankments, headgates, flumes, and other structures necessary to render such canal or water course as safe and efficient as before such change, shall be entirely borne by the railroad company which petitions for such change.

§ 4. The provisions of this act shall not apply to the canal of any corporation required by its charter to maintain its canals, or any of them, in a condition for navigation nor to the canal of any corporation chartered for the purpose of improving the boat navigation of the Connecticut river or for the purpose of widening and deepening the channel of said river; but in such cases the provisions of this act shall apply when the written consent of any such corporation to the proposed change shall have first been obtained.

§ 5. This act shall take effect from its passage.

§ 3683. May alter grades. Every company, after its line of road shall have been located, approved, and established, may alter its grades and raise any highway bridges that pass over its tracks to such height as may be approved by the commissioners; and may change the grade of the approaches to such bridges so as to conform to the change in the height of the bridges; but this section shall not authorize any company to raise its tracks so as to lessen the distance between an existing bridge and its tracks, without the approval of the commissioners. Damages accruing to any adjoining proprietor on account of any change of grade on the highways which are approaches to any such bridge, raised under the provisions of this section, shall be assessed and paid by such company in accordance with the provisions of §§ 3713, 3714, and 3716.

1893, ch. 264.
See §3712.

1893, ch. 262.

§ 3684. Land for additional tracks. Any company may so alter the location of its road as to add to the number of its main tracks, and for that purpose, with the approval of the commissioners, may take additional land in the manner now provided by law; but when an additional bridge over a navigable stream shall be required by an addition to the main tracks, the same shall be constructed in such manner, of such materials, and with draws of such width, as the commissioners shall authorize and direct, and such additional bridge shall be subject to the provisions of § 3732.

1884.
Rev. 1888, §3462.

§ 3685. Land cut off from access to highway. When any company shall take land for railroad purposes, and the effect of such taking is to cut off other land from practical access to the highway, such company may, with the approval of the commissioners, take additional land sufficient for a convenient way from the land so cut off to the highway, and shall provide for the use of the owner of the land cut off as aforesaid a suitable way over such additional land to the highway. Such way shall remain a private way for the use of the owner of the land cut off as aforesaid, and the city or town in which it is situated shall not be liable for its maintenance nor responsible for its defects. For the purposes of this section, lands may be acquired in the manner provided by law for the taking of land by railroad companies.

1881.
Rev. 1888, §3463.

§ 3686. Layout through cemetery restricted. No company shall lay out or locate its road, or any part thereof, through any cemetery or any approach in common use from the highway thereto, and within one-quarter of a mile thereof, unless the railroad commissioners, when called upon to approve the proposed layout of such road, shall find that such cemetery, or the approach thereto, was located for the purpose of obstructing such layout, or unless said commissioners shall unanimously approve such layout or location.

1849, 1863, 1871,
1874.
Rev. 1888, §3464.

§ 3687. Land how taken; damages. When any company shall have the right to take real estate for railroad purposes, and cannot obtain it by agreement with the parties

§ 3685. Cutting off land from all access to highway held a taking. 66 C. 224. Commissioners' approval settles necessity and extent of taking. 69 C. 437.

§ 3687. The appraisal does not establish a collectible or taxable debt until the sixty days have expired. 41 C. 210. The appraisal should include all

interested therein, it may apply to any judge of the superior court for the appointment of appraisers to estimate all damages that may arise to any person from the taking and occupation of such real estate for railroad purposes, and after reasonable notice of said application shall have been given to all parties in interest, such judge shall appoint three appraisers, who shall be sworn, and give reasonable notice to said parties in regard to the time and place of making such estimate, and shall view the premises and estimate such damages, but shall not include in such estimate the expense of erecting and maintaining fences along the line of such railroad. Such appraisers shall return an appraisal of such damages in writing, under their hands, to the clerk of the superior court in the county where the estate lies, who shall record it; and when so returned and recorded, such appraisal shall have the effect of a judgment, and execution may issue at the end of sixty days from the time of such return, in favor of the persons respectively to whom damages may be appraised; and such appraisers shall be paid by such company for the time actually spent in making such appraisal and return. No railroad shall be worked upon, or opened across, any real estate, until the damages appraised to any person interested therein shall have been paid or secured to his satisfaction, or deposited for his use with the treasurer of the county.

§ 3688. Land within location. Any company, owning a railroad which has been constructed and is being operated over land to which it has not acquired title, may take such land within the limits of its location, at any time within two years after the approval of such location by the commissioners, by proceedings under § 3687.

1889, ch. 149.

damage that may arise from the taking or occupation. 66 C. 225. Quantity of land taken should be determined before assessment of damages, but not necessarily before appointment of appraisers. 13 C. 117; 13 C. 406. Grant of power of eminent domain to private corporations to be construed strictly; incidental injuries to property, which do not constitute a taking, may be basis for damages. 21 C. 294. Company does not acquire such an interest in land as to prevent adjoining owner from crossing. 23 C. 110. Location of steam railroad on highway an imposition of new servitude. 26 C. 259. Right of mortgagee in damages awarded is not recognized by the statute which regulates the proceedings. 52 C. 283. Damage for taking not to include incidental injury caused by railroad to other disconnected land of same owner. 61 C. 451. Inability of parties to agree is a question of fact for court to determine before appraisers are appointed. 69 C. 424. Landowner cannot raise question of constitutionality of act apportioning payment of damages between company and city. 72 C. 481.

1889, ch. 170.

§ 3689. Land in highway or private way. Whenever such company shall have acquired the right to take any land used for a public highway or a private way, it shall, before taking possession of the same, apply to a judge of the superior court, as provided in § 3687, for the appointment of appraisers to ascertain all damages that may arise to any person in consequence of such taking. The appraisers so appointed shall be sworn, and shall give notice of the time and place of their meeting by posting on the signpost of the town where the highway or private way is situated, and also by advertising once a week for four consecutive weeks in a newspaper published in said town, or if no newspaper is published in said town, then in a newspaper published in the county. They shall also give reasonable notice, in writing, to the persons owning the land occupied by the highway or private way. At the meeting of the appraisers, any person claiming that he will be damaged by the taking and occupation of such highway or private way shall be heard, whether he is the owner of the land or not; and the appraisers shall award such damages as may seem to them just and reasonable. Further proceedings in connection with the condemnation of such land shall be as prescribed by § 3687.

1858.
Rev. 1888, §3465.

§ 3690. Abandonment of road; damages. When any land shall have been taken for railroad purposes and the damages shall have been appraised, and such road, or any part thereof, shall have been abandoned or discontinued before the same has been opened and worked, no execution shall issue, nor shall an action for the recovery of such damages be brought against the company which took such land, by any of the owners of land over which such road or part of a road shall have been laid out and discontinued as aforesaid; but any such owner may recover of such company the actual damage which he may have suffered in consequence of such taking, or for any unreasonable delay in opening and working such road.

1909, ch. 87.

Railroad company may petition for elimination of its grade crossings. § 1. Any railroad company may bring its petition in writing to the railroad commissioners, alleging that public safety requires the elimination of the crossing of its railroad at grade by a highway or highways through the removal of such line of railroad between any two contiguous stations or any two points between which there is no station so as to coincide

with some other line of railroad owned and operated by such company between the same two points or stations, and praying that the same may be ordered; whereupon, the commissioners shall appoint a time and place for hearing the petition, and shall give such notice thereof as they shall judge reasonable to such company and the municipalities in which such crossing and such two points or stations are situated. If, upon such hearing, it appears to the railroad commissioners that proper and adequate service will be afforded to the public in the transportation of passengers and freight within the towns in which such line of railroad to be moved is located, they shall order the removal, and such railroad company shall thereupon have the right to remove its line of railroad to such other line, and to abandon such portion of its railroad as may be removed to such other line, and its franchise thereto.

Orders of commissioners ratified. § 2. All orders of the railroad commissioners heretofore made on the petition of a railroad company, determining and requiring the elimination of grade crossings by the removal of the line of any railroad between any two points or stations to some other line of railroad owned and operated between the same two points or stations, wherein it is found that proper and adequate service will be afforded to the public in the transportation of passengers and freight within the towns in which such line of railroad is located, are hereby ratified and confirmed, and such railroad company may abandon such portion of its railroad as may be or may have been removed to such other line, and its franchises thereto.

§ 3691. Owner may require description of land.

When any company shall take any property for the purpose of its railroad, the owner of such property may at any time within three years thereafter demand in writing of the treasurer of the company a written description of the property so taken, and such company shall within thirty days deliver to him such description; and if it fail to do so, all its rights to enter upon or use such property, except for making surveys, shall be suspended until it shall have delivered such description.

1849.
Rev. 1888, §3467

§ 3692. Plan of road to be deposited with town clerk.

Within ninety days after the railroad of any company shall have been laid out in any town and approved by the commis-

1849.
Rev. 1888, §3468.

sioners, such company shall deposit with the town clerk a correct plan, signed by its president, of so much of such railroad as lies in such town, drawn on a scale of at least five inches to the mile, upon which shall be accurately delineated the direction and length of each course and the width of the land taken.

1849.
Rev. 1888, §3469.

§ 3693. Statement filed with secretary of state.

Every company shall, within six months after the final location of its road, file with the secretary of state a statement of such location, defining the courses and distances.

1895, ch. 232, §1.

§ 3694. Condemnation of corporate stock.

In case any railroad company acting under the authority of the laws of this state shall have acquired more than three-fourths of the capital stock of any steamboat, ferry, bridge, wharf, or railroad corporation, and cannot agree with the holders of outstanding stock for the purchase of the same, such railroad company may, upon a finding by a judge of the superior court that such purchase will be for the public interest, cause such outstanding stock to be appraised in accordance with the provisions of § 3687. When the amount of such appraisal shall have been paid or deposited as provided in said section, the stockholder or stockholders whose stock shall have been so appraised shall cease to have any interest therein, and on demand shall surrender all certificates for such stock, with duly executed powers of attorney for transfer thereon, to the corporation applying for such appraisal.

1895, ch. 232, §2.

§ 3695. Stockholder may begin proceedings.

If any person holding a minority of the shares of stock in any corporation referred to in § 3694 cannot agree with the railroad company owning three-fourths of such stock for the purchase of his shares, he may cause the same to be appraised in accordance with the provisions of § 3687. When such appraisal has been made and recorded in the office of the clerk of the superior court of any county where such railroad company operates a railroad, and the certificates for such stock, with duly executed powers of attorney for transfer thereon, have been deposited with such clerk for such railroad company, such appraisal shall have the effect of a judgment against such company and in favor of the holder of such stock, and at the end of sixty days, unless such judgment is paid, execution may be issued.

§ 3696. Security from contractors for labor; liability of company. Every company, in making contracts for the building of its road, shall require sufficient security from the contractors for the payment for all labor thereafter to be performed in constructing the road by persons in their employ; and the company shall be liable to the laborers employed for labor actually performed on the road, if, within twenty days after the completion of such labor, they shall, in writing, notify its treasurer that they have not been paid by the contractors.

1870.
Rev. 1888, §3470.

Railroad may be operated by electricity. Any railroad company organized under the laws of this state may operate its railroad, or any part thereof, by electricity; provided, however, that no part of a railroad to be operated under the provisions of this act shall be opened for public travel unless the company operating the same shall have first obtained a certificate signed by the railroad commissioners that such railroad or part thereof is in a suitable and safe condition.

1907, ch. 124.

§ 3698. Crossing of one railroad by another. Any company may, in the construction of its railroad, cross the railroad of any other company, or connect with the same. If it cannot agree with such other company as to such crossing or connection, the commissioners may determine the place and manner of such crossing or connection, after reasonable notice to the companies in interest to appear and be heard in relation to the matter, and may make such orders as to bridges, abutments, piers, tunnels, arches, excavations, retaining walls, embankments, and approaches as they shall judge necessary; but no railroad shall cross any other railroad at grade, except for the purpose of connecting therewith, when the avoidance of a grade crossing is practicable, and the commissioners shall be judges of the question of practicability.

1882, 1893.
Rev. 1888, §3471.
1889, ch. 92.

§ 3699. Construction of branches. Any company in this state may build branches from its main line or from any of its leased lines; *provided*, that the construction of such branches is found by a judge of the superior court, upon due application, after such reasonable public notice as such judge may order, to be of public necessity and convenience.

1889, ch. 106, §1.

§ 3698. Injury to steam railroad from electric road crossing at grade is *damnum absque injuria*. 65 C. 434.

1889, ch. 166, §4.

§ 3700. Charters amended. Section 3699, this section, and § 3701 shall be deemed to be an addition to, and amendment of, all charters of railroad companies, and shall repeal all limitations in any such charters as to the length of branches which such companies may build.

1889, ch. 166, §2.

§ 3701. Branches may be mortgaged. For the purpose of paying the cost of building any such branch, any railroad company may issue bonds secured by mortgage to the amount of one-half of said cost, to be verified in the manner provided in § 3804 for verifying the cost of a railroad for the purpose of issuing bonds.

1871.
Rev. 1888, §3472.
1889, ch. 166, §2.

§ 3702. Contracts with connecting roads. Any company may make lawful contracts with any other company with whose railroad its tracks may connect or intersect, in relation to its business or property, and may take a lease of the property or franchises of, or lease its property or franchises to, any such company.

1878.
Rev. 1888, §3473.

§ 3703. Leases to be approved by stockholders. No lease of any railroad shall be binding on either of the contracting parties for a period of more than twelve months, unless approved by the stockholders of the companies that are parties to the lease, by a vote of two-thirds of the stock represented at a meeting of the stockholders called for that purpose. At least one month's notice of such meeting shall be given by advertising twice a week for four weeks in a daily paper published in the state, and also by mailing a copy of the call and of the lease to each stockholder. Said notice and call shall state that at the meeting the lease will be submitted for the approval of the stockholders.

1887.
Rev. 1888, §3447,
§3475.

§ 3704. Record of conveyance or lease. All conveyances by any company or its assigns, of any interest in the location of its railroad, to be used or enjoyed for railroad purposes, may, and if in the nature of a lease for more than one year, shall be filed for record by the grantee or lessee in the office of the secretary of state. Certificates of the assignment, release, or foreclosure of any interest or lien in or upon the location of any railroad, acquired under any such conveyance as is specified

§ 3702. Lessor is not usually exempt from liability for negligence of lessee in operating railroad. 65 C. 230.

in this section, or by virtue of the general laws of the state, may be filed for record in like manner and with like effect.

§ 3705. **Crossing highways or watercourses.** When it shall be necessary for the construction of a railroad to intersect or cross any watercourse not navigable, or any public highway, the company may construct such railroad across or upon the same if the commissioners shall judge it necessary, and authorize it by their order. Such company shall restore such watercourse or highway to its former state, or in a manner not to impair its usefulness. In case any highway is so located that such railroad cannot be judiciously constructed across or upon the same without interfering therewith, such company may, with the consent of the commissioners, cause such highway to be changed or altered, so that such railroad may be constructed on the best site. Such company shall put such highway in as good situation and repair as it was in previous to such alteration, under the direction of the commissioners, whose determination thereon shall be final. 1849.
Rev. 1888, §3476.

§ 3706. **Appeals.** When any such company shall be authorized by an order of the commissioners to cross any pond, stream, or watercourse not navigable, an appeal shall be allowed to any interested person aggrieved by such order, to any judge of the superior court, within twenty days after the owners of the land adjoining such stream at the point of such crossing shall have had actual notice of said order. Said appeal shall be by a written petition for a hearing in regard to the order, with a citation attached thereto, returnable within twelve days after its date and served upon such company at least five days before the return day. For the purpose of disposing of said appeal, said judge shall have all the powers of the superior court, and may proceed, by himself or by committee, to a hearing, and may either confirm said order or make such different order concern- 1869.
Rev. 1888, §477

§ 3705. Excavations or embankments made by railroad company, affecting value of adjoining property, are a ground for damage. 21 C. 309; 22 C. 87. The location of the substituted highway by commissioners is not subject to review. 27 C. 146. If company fails to restore highway it must indemnify town if town becomes liable for defect. 27 C. 158. Company liable for injury arising from culvert which it left uncovered in street. 29 C. 434. Where proper change of highway is once made, company is not bound to make further change by reason of increased travel. 45 C. 331. Where company built bridge, and injury resulted because borough raised highway beneath, company was not liable. 54 C. 591. Where municipal rights under charters and railroad rights under general statutes in streets conflict, railroad rights prevail. 66 C. 223.

ing such crossing or intersection as he may deem just and proper, and may award costs as in civil actions. Said appeal shall be a *supersedeas*, so far as such crossing is concerned, until judgment shall be rendered thereon by said judge.

1871.
Rev. 1888, §3479.

§ 3707. Land may be taken for change of highway. When any highway or street shall be altered by any railroad company with the consent of the commissioners, and it shall be necessary to take any land for a highway to which such company has not obtained title, and over which neither such company nor the town in which such alteration shall be made has any right of way, and such company is unable to agree with the owner thereof in regard to the amount of damages to be paid therefor, the same proceedings shall be had for the purpose of procuring the required right of way as are provided by law in regard to taking land for railroad purposes.

1849, 1883.
Rev. 1888, §3480.

§ 3708. Construction of railroad over highway at grade restricted. Every company which may locate and construct a railroad across any highway shall construct it so as to cross over or under the same; and may, under the direction of the commissioners, raise or lower the same at such crossing, or change the location thereof; and shall make and maintain such bridges, abutments, tunnels, arches, excavations, embankments, and approaches, as the commissioners shall order, and the convenience and safety of the public travel upon such highway may require; but the commissioners may, upon due notice to such company and to the selectmen of the town or mayor of the city in which such crossing is situated, direct such company to construct its railroad at such crossing upon a level with the highway; but no such direction shall be given in any case except for special reasons which shall be recorded in the records of the commissioners.

1895, ch. 2.

§ 3709. Street railway crossings. No steam railroad shall hereafter be constructed across the tracks of any electric, cable, or horse railway at grade.

§ 3708. Change in highway wholly to save expense to company unauthorized. 25 C. 402. Term bridge, as used in city charter, held to exclude approaches and embankments. 39 C. 128. Company not liable for accident caused by borough's raising highway after completion of overhead bridge. 54 C. 591. This section construed with § 7 of the act of 1889. 62 C. 496. This section controls where city charter conflicts with it. 66 C. 222. City has no appeal from order of commissioners fixing bridge supports at curve. 57 C. 85.

§ 3710. Construction of new highway crossing railroad. Expense. When a new highway shall hereafter be constructed across a railroad, such highway shall pass over or under the railroad, as the commissioners shall direct. The company operating such railroad shall construct such crossing to the approval of the commissioners, and may take land for the purposes of this section in the manner provided by law for the taking of land by railroad companies. One-half the expense of such crossing shall be borne by the company constructing the same, and one-half thereof shall be paid to said company by the town, city, or borough which constructs such highway.

1883.
Rev. 1888, §3481.

§ 3711. Commissioners to direct as to bridge over railroad. When a highway is laid out, or ordered to be laid out, across a railroad, and the railroad commissioners shall direct such highway to be carried over the railroad, they shall determine the length, width, and material of the bridge over the railroad before the damages that may be occasioned to any person by the taking of land for such highway are finally assessed; and said commissioners may require such bridge to extend beyond the railroad crossed by it. No structure shall hereafter be constructed or reconstructed over and across any railroad until the commissioners shall have determined the length, width, material, and plan of such structure and its height above the roadbed of such railroad, and the necessity for such construction or reconstruction.

1887.
Rev. 1888, §3482.
1897, ch. 70.

§ 3712. Covered bridges. In all covered bridges constructed on the line of any railroad, the distance between the top surface of the rail laid in the track on the bridge and the under side of the cross-beams overhead shall be at least eighteen feet.

1889.
Rev. 1888, §3500.
See §2018.

§ 3713. Removal of grade crossings. The selectmen of any town, the mayor and common council of any city, the

1876, 1877.
Rev. 1888, §3489.
1889, ch. 230, §1.

§ 3710. It is not a taking of property to compel a company to pay half the expense of a bridge to protect the public. 60 C. 6. Where highway crossing railroad at grade was commenced before this section was enacted, the act prevented its completion. 55 C. 69; 70 C. 390. Commissioners may decide whether highway is to go over or under railroad, before acceptance of report of committee to lay out highway. 59 C. 210. Layout of street across railroad, without notice or compensation, may be set up in defense when city seeks injunction against obstruction of street. 72 C. 225.

§ 3713. This section is a police regulation, and is constitutional. 57 C. 95; 58 C. 532. Entire expense may be imposed on company if facts warrant. 57 C. 167. The commissioners have sole original jurisdiction to determine

warden and burgesses of any borough, within which a highway crosses or is crossed by a railroad, or the directors of any railroad company whose road crosses or is crossed by a highway, may bring their petition in writing to the railroad commissioners, alleging that public safety requires an alteration in such crossing, its approaches, the method of crossing, the location of the highway or crossing, the closing of a highway crossing and the substitution of another therefor, not at grade, or the removal of obstructions to the sight at such crossing, and praying that the same may be ordered; whereupon the commissioners shall appoint a time and place for hearing the petition, and shall give such notice thereof as they judge reasonable to such petitioners, the company, the municipalities in which such crossing is situated, and the owners of the land adjoining such crossing and adjoining that part of the highway to be changed in grade; and after such notice and hearing, the commissioners shall determine what alterations, changes, or removals, if any, shall be made and by whom made. If such petition is brought by the directors of a railroad company, or in behalf of any such company, the commissioners shall order the expense of such alterations or removals, including the damages to any person whose land is taken, and the special damages which the owner of any land adjoining the public highway shall sustain by reason of any such change in the grade of such highway, to be paid by the company owning or operating the railroad in whose behalf the petition is brought; and in case such petition is brought by the selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough, they may, if the highway affected by said determination was in existence when the railroad was constructed over it at grade, or if the layout of the highway was changed for the benefit of the railroad after the layout of the railroad, order an amount not exceeding one-quarter of the whole expense of such alteration, change, or removal, including the damages, as aforesaid, to be paid by the town, city, or borough in whose behalf the petition is brought, and the remainder of the expense shall be paid by the company owning or operating the road which crosses such public highway;

whether public safety requires a change in a grade crossing. 59 C. 402. Provision for abolishing one grade crossing a year for every sixty miles of road is a police regulation binding corporation; it operates as an amendment to its charters without its consent. 62 C. 527. Damages resulting from closing street are a part of expense mentioned in this section. 66 C. 226. In removing grade crossing, commissioners may authorize location of abutment in highway. 70 C. 305.

if, however, the highway affected by such last-mentioned order has been constructed since the railroad which it crosses at grade, the commissioners may order an amount not exceeding one-half of the whole expense of such alteration, change, or removal, including the damages, as aforesaid, to be paid by the town, city, or borough in whose behalf the application is brought, and the remainder of the expense shall be paid by the company owning or operating the road which crosses such public highway. The directors of every company which operates a railroad in this state shall remove or apply for the removal of at least one grade crossing each year for every sixty miles of road operated by it in this state, which crossings so to be removed shall be those which in the opinion of said directors are among the most dangerous upon the lines operated by it; and if the directors of any railroad company fail so to do, the commissioners shall, if in their opinion the financial condition of the company will warrant, order such crossing or crossings removed as in their opinion the said directors should have applied for the removal of under the above provisions, and the commissioners in so doing shall proceed in all respects as if the said directors had voluntarily applied therefor.

§ 3714. Commissioners may order removal of crossings. The railroad commissioners may, in the absence of any application therefor, when in their own opinion public safety requires an alteration in any highway crossed at grade by a railroad, or by railroads belonging to or operated by more than one company, after a hearing had upon such notice as they shall deem reasonable to the company or companies owning or operating such railroad or railroads, and to the selectmen of the town, mayor of the city, or warden of the borough, within which such highway is situated, and to the owners of the land adjoining such crossing, order such alterations in such highway as they shall deem best, and shall determine and direct by whom such alterations shall be made, at whose expense, and within what time; *provided*, that in all cases arising under this section, one-fourth of the expense, including damages and special damages as aforesaid, shall be paid by the state, and the remainder shall

1894.
Rev. 1888, §3483
1889, ch.220, §§2,
3.

§ 3714. Commissioners may order new highway, if rendered necessary by change in old. 59 C. 407. Commissioners may order two converging highways joined so as to make a single grade crossing. 53 C. 367. Removal of crossing held to be made pursuant to commissioners' order, though enforced by mandamus. 72 C. 276.

be assessed upon the railroad company or companies benefited by such order; *and provided*, that such alterations as are thus made at the primary instance of the railroad commissioners shall not be ordered so as to direct the construction of more than one bridge in any one year on any one railroad. Railroad companies may take land for the purpose of this section and § 3713 in the manner provided by law for the taking of land by railroad companies.

Penalty for exceeding appropriation; exceptions.

Whenever any specific appropriation of money may have been made by the General Assembly, by the representatives and senators of any county, or by any community or corporation named in the preceding section, every agent, commissioner, or executive officer of the state, or of any county, city, borough, town, or school district, who shall wilfully authorize or contract for the expenditure of any money, or the creation of any debt for any purpose in excess of the amount specifically appropriated for such purpose by the general assembly, the county representatives and senators, or the community or corporation of which he is agent, commissioner, or executive officer, unless such expenditure shall be made or debt contracted for the necessary repair of roads or bridges, or the necessary support of schools or paupers, in cases arising after the proper appropriation has been exhausted, shall be fined not exceeding one thousand dollars, or imprisoned in the county jail not exceeding one year, or both.

1907, ch. 224.

Railroad commissioners may order removal of obstructions to view. § 1. If the view of that portion of the tracks of any railroad, crossing a highway at grade, which adjoins such crossing is obstructed by trees, shrubbery, embankments of earth, or structures of any kind, the railroad commissioners may, after a hearing had upon such notice as they deem reasonable to the company or companies owning or operating such railroad or railroads and to the selectmen of the town, mayor of the city, or warden of the borough wherein such crossing is situated, and to the owners of the land adjoining such crossing, make such orders for or concerning the removal of any such obstruction as will afford an unobstructed view of said railroad tracks and said highway for a distance of at least one hundred and fifty feet in each direction from said crossing. For the purposes of

this act, land or easements in land may be taken in the manner provided by law for the taking of land by railroad companies; all orders of the railroad commissioners pursuant to the provisions of this act shall specifically set forth the limits within which land may be taken, and the nature, purposes, and specific limits of the easements so authorized to be taken by virtue of this act. The whole expense occasioned by any order of said commissioners under the provisions of this section shall be borne and paid by such railroad company.

Appeals. § 2. The provisions of section 3718 of the general statutes relating to appeals are hereby made applicable to this act.

§ 3715. Amount of land to be taken limited. No land shall be taken by any railroad company for the purpose mentioned in § 3714, except such as the commissioners shall find to be necessary for such purpose; but no such taking need be based upon any special finding that public necessity and convenience require such taking.

1883.
Rev. 1888, §3484.

§ 3716. Highway crossed by more than one railroad. Whenever the railroad commissioners, upon an application brought under the provisions of § 3713, shall find that any highway crosses or is crossed by the tracks of more than one railroad, and the tracks of such railroads are so near together that public convenience requires the work of separating the grades to be done under and in compliance with one order, they shall give notice to all the companies operating such railroads to appear before them and be heard upon the application; and after such notice and hearing said commissioners shall determine what alterations shall be made, if any, so as to separate the grades of all of such crossings at the same time, and shall determine by whom such work shall be done, and they shall apportion the expense to be borne by the railroad companies between such companies in such manner as they, the said commissioners, shall deem proper.

1889, ch. 220, §4.
1876.
Rev. 1888, §3490.

§ 3717. Assessment of damages. In case the party by whom such changes in the highway are to be made cannot agree with the owner of land or other property to be taken or removed under such decision of the commissioners, the damages

1876, 1877.
Rev. 1888, §3491,
1889, ch. 217.

§ 3717. 66 C. 222. This section gives town power to take land for change in highway. 57 C. 102.

shall be assessed in the same manner as is provided in case of land taken by railroad companies, and the expense of such assessment shall be paid in the same manner as the expense of the alterations.

§ 3718. Appeals. The decision of the commissioners relating to any matter upon which they may act under the authority of §§ 3713, 3714, 3716, and 3717 shall be communicated to the petitioners and to all persons to whom notice of the hearing on said petition was given, within twenty days after the final hearing; and any person aggrieved by such decision, who was a party to said proceeding, shall have the same right of appeal therefrom as is given by § 3747 concerning appeals from decisions relating to depots.

1889, ch. 220, §7.
1893, ch. 244.

§ 3719. Repair of structures over or under railroads. Notice of defect. Railroad companies shall keep in repair all structures over or under their tracks at any highway crossing, and the approaches to the crossings when the same are made with plank surface, and shall also keep in repair the surface of the highway, including the planking or other surface material of the highway upon such structure. The municipality where such structures are located shall give written notice to an agent of the company responsible for such structures of any defect in the same.

1907, ch. 260.

Changes in highway passing over or under railroad.
§ 1. When any highway passes over or under a railroad, if the convenience and necessity of the public require a change in such highway, the town, city, or borough in which such highway is located may bring a petition to the railroad commissioners in the manner prescribed in section 3713 of the general statutes, and, after the notice prescribed by said section, said railroad commissioners shall proceed to a hearing on said matter, and may make such order as they deem necessary for the convenience and necessity of the public or the safe and suitable operation of the railroad. For the purposes of this act, said railroad com-

§ 3718. The superior court on appeal has the same discretionary powers as the commissioners. 57 C. 172. Where it did not appear that proceeding was under special act making commissioners' decision final, appeal was held valid under this section. 70 C. 328.

§ 3719. Section 7 of the act of 1889 and § 3707 construed together. 62 C. 496. See case cited under § 3730.

missioners shall have and exercise all and the same powers now conferred by statute upon said commissioners concerning the removal of grade crossings, and land may be taken and acquired in the manner provided by law for the taking of land by railroad companies. The party upon whom shall be imposed, by such order, the duty of making such changes in such highway may use the material and abutments of any existing bridge in the old highway in the construction of a bridge in the substituted or changed highway. The expense of any changes ordered as hereinbefore provided shall be apportioned among the railroad company, the town, city, or borough interested therein, and any street railway company whose tracks are located in such highway or which has power to lay its tracks therein as provided by section 3863 of the general statutes, in such manner as the railroad commissioners shall deem equitable; but in no case shall an amount in excess of one-half of the expense of such alteration, including land damages or special damages, be assessed upon any such town, city, or borough.

Appeals. § 2. The provisions of section 3718 of the general statutes concerning appeals shall be applicable to this act.

§ 3720. Reimbursement of towns and cities. The amount assessed by any order of the railroad commissioners, or the superior court upon appeal therefrom, against any town or city in this state, where the application was brought by the directors of a railroad company after the first of May, 1885, for the removal of a grade crossing in a highway which was in existence before the construction of the railroad, shall be reimbursed by the state to such town or city. Such town or city shall present its claim to the comptroller, with proofs and certificates to his satisfaction from the commissioners; and the comptroller shall thereupon draw his order on the treasurer in favor of such town or city, for the amount which he shall find due on such claim.

1893, ch. 253.

§ 3721. Penalty for noncompliance. Every railroad company which shall fail to comply with any requirement of law or any order of the commissioners relating to the removal of any grade crossing or the care of any highway crossing shall forfeit, to the town in which such crossing is situated, one hundred dollars for each month of such noncompliance; and the

1884.
Rev. 1888, §3465.

commissioners shall give notice of all such forfeitures to such town, which shall collect the same.

1884.
Rev. 1888, §§ 3486,
3487.

§ 3722. Change of highway near railroad. When a railroad has been laid out, located, or constructed so near a highway as, in the opinion of the selectmen of any town, the warden of any borough, or the mayor of any city, within which such highway is situated, to endanger public travel, such selectmen, warden, or mayor may bring their petition to the railroad commissioners, setting forth the facts; and the commissioners, after reasonable notice to the railroad company to appear and be heard in relation thereto, shall, if in their opinion public safety so requires and a change of the location of such highway is practicable, forthwith order said company to make such change, in such manner as the commissioners may determine. The expense of such change, including the cost of fencing such relocated highway, shall, if such railroad has not been constructed at the time of bringing such petition, be paid by the company, but if the railroad has been constructed at such time, then one-half of such expense shall be paid by the company and one-half by such town, city, or borough.

1895, ch. 276, § 1.

§ 3723. Commissioners may change highway. Upon petition brought by any railroad company, the railroad commissioners may order the location of a highway to be changed, when they find that such location endangers public travel; and they may make orders for the relocation of such highway to the same extent as if such petition were brought under § 3722, by the authorities of a city, town, or borough; *provided*, that whenever a petition is brought under the provisions of this section, the entire expense of making the changes shall be paid by such company.

1895, ch. 276, § 2.

§ 3724. Land may be taken for change. Whenever the commissioners shall order a change in the location of a highway under the provisions of §§ 3722 or 3723, and the parties ordered by the commissioners to do the work cannot obtain the necessary land by agreement, the company, or the town, city, or borough ordered to do the work, may take the land necessary for carrying out the orders of the commissioners in the same manner as lands are taken for railroad purposes under § 3687.

§ 3725. Statutes made part of charters of railroad companies. The provisions of §§ 3680, 3682, 3683, 3684, 3685, 3687, 3690, 3691, 3698, 3702, 3705, 3707, 3722, and 3726 shall be deemed a part of the charter of every company authorized to construct, own, or operate any steam railroad within this state, and all powers and privileges conferred and all duties and obligations imposed upon such companies by said sections are conferred or imposed upon such companies in the same manner and to the same extent as if the provisions of said sections were parts of the charters of such companies.

1895, ch. 185.

§ 3726. Easements and private crossings may be condemned. The owner of any private crossing at grade of the tracks of a railroad company, or of any right, title, interest, easement, or privilege in land used by a company for railroad purposes, or any such company whose land is incumbered by any such private rights, may bring a written petition to the railroad commissioners for the condemnation of such rights, alleging that public safety requires the elimination of such incumbrance. The commissioners shall thereupon appoint a time and place for hearing the petition, and shall give such notice thereof as they shall judge reasonable to the owner of such rights, to the company, and to the owners of land adjoining the highway to be laid out as a substitute for such private crossing, as hereinafter provided, if any such highway is to be laid out. Upon the hearing of said petition, if public safety so requires, the commissioners shall authorize the company to condemn such private rights, and thereupon the company may proceed to condemn the same in the manner provided by law for the taking of lands by such companies. Upon the hearing of said petition, if the commissioners shall be of opinion that public convenience and necessity require a highway on account of the elimination of such private rights in the land of the railroad company, they may lay out a highway sufficient to satisfy public convenience; but such highway shall not be laid out if the land of a private owner, with which the incumbrance is associated, is already connected with a public highway. If the commissioners shall order a new highway, as hereinbefore set forth, they shall assess the expense of making the same, including the damages to any person whose land is taken, proportionally, upon the person

1876.
Rev. 1888, §3466.
1889, chs. 148,
252.
1893, ch. 263, §§1,
2, 3.

§ 3726. Suit by company, for injunction against removal of fence closing farm crossing, a sufficient suit under this section. 60 C. 200.

and parties especially benefited thereby, but at least one-half of such expense shall be paid by the company. The commissioners may order the elimination of any private crossing at grade, as aforesaid, by the substitution of an overhead or underneath crossing, in which case the expense of making such change, including land damages, shall be paid by the company. Any person aggrieved by any order or judgment of the commissioners under this section may appeal from such order or judgment to the superior court for the county in which the land lies, in accordance with the provisions for appeals in § 3747.

1897, ch. 207, §1.

§ 3727. Highway crossing discontinued. When the use of a highway crossing over a railroad has been abandoned for fifteen years, such crossing shall be deemed discontinued.

1909, ch. 64.

Right of railroad to take land upon discontinued highways. When any highway, or portion thereof, in which are located tracks of any railroad or railway, shall be lawfully discontinued, the company owning or operating such railroad or railway shall have the right, with the approval of the railroad commissioners, to take land for its railroad or railway within the limits of such highway or part thereof discontinued, in the manner provided in section 3687 of the general statutes.

1897, ch. 207, §2.

§ 3728. When crossing must be restored. When a private crossing has been removed by a railroad company without the consent of the owner or owners, the company from whose tracks such crossing has been removed shall restore the same in good order upon the written request of the owner or owners, and for failure so to do such company shall forfeit five dollars per day to the person or persons owning or having a right to use such crossing, such forfeiture to begin thirty days from the date of such notice.

1884.
Rev. 1888, §3488.

§ 3729. Repairs and maintenance of changed highway. When the commissioners, in accepting the layout of any railroad company, have in such acceptance provided that portions of such railroad shall not be constructed until certain highways have been relocated or changed by such company, and the obligation of repairing or maintaining the whole or any part of such highways is imposed upon any person or corpora-

§ 3729. When the jurisdictions of railroad commissioners and municipal authorities conflict, the commissioners prevail. 66 C. 222.

tion other than the town, city, or borough within which such highway may be located, such provision shall be binding upon the company, and it shall be its duty to maintain and repair said highway so relocated or changed, in the same manner and to the same extent that such other person or corporation was bound to repair and maintain the same before such relocation or change. For the purposes of this section, land may be acquired in the manner provided by law for the taking of land by railroad companies. Any such company may use the material and abutments of any existing bridge in the old highway, in the construction of a bridge in the substituted highway, and shall provide suitable temporary accommodations for public travel over the old highway until the new highway is completed, and shall be solely responsible for injuries resulting from its negligence in the matter of such temporary accommodations. The selectmen of any such town may discontinue such parts of the old highway as in their judgment are not of public convenience and necessity.

§ 3730. Guards for rails at crossings. When any railroad is crossed by a highway at the same level, the company operating such railroad shall, at its own expense, so guard its rails by plank or otherwise as to secure a safe and easy passage across its road. If the selectmen of any town, the mayor of any city, or the warden of any borough shall represent in writing to the railroad commissioners that a company has failed to comply with the requirements of this section in regard to any highway within such town, city, or borough, said commissioners shall examine such crossing and make such order as they may deem necessary to carry out the provisions of this section.

1884.
Rev. 1888, §3499.

§ 3731. Bridge guards. Penalty. Every railroad company shall, if required by the commissioners, erect and thereafter maintain suitable bridge guards at every bridge over its railroad when the overhead structure is less than eighteen feet in height above the track. Such bridge guards shall be approved by the commissioners, and be erected and adjusted to their satisfaction. Every company refusing or neglecting to comply with the provisions of this section shall forfeit fifty dollars to the state for each month of continuance in such refusal or neglect.

1878.
Rev. 1888, §§3501,
3502.

§ 3730. City has no power to repair crossing neglected by railroad; remedy is through commissioners. 70 C. 397.

1866.
Rev. 1888, §3503.

§ 3732. Footways on railroad bridges. When in the opinion of the selectmen of any town, or of the common council of any city, a footway upon the line of any railroad bridge or causeway within the limits of such town or city would be of public convenience, and the railroad company owning such bridge or causeway shall not consent thereto, such selectmen or common council may call out the railroad commissioners, who, after due notice to such company, shall inquire into the facts, at the expense of such town or city. If the commissioners shall find that a footway along such bridge or causeway would be of public convenience, they shall authorize such town or city to construct or maintain the same at their own expense, and to attach the same for support to such bridge or causeway. Such footway shall be constructed entirely outside of the bridge or causeway to which it is attached, and so constructed, maintained, and used as not to interfere with the necessary and proper use of such bridge or causeway.

1860, 1874.
Rev. 1888, §3504.

§ 3733. Cattle guards. Every railroad company shall construct suitable cattle guards and fences at all railroad crossings of passways or highways, to prevent cattle from passing upon its railroad, except when the railroad commissioners deem it unnecessary.

1881.
Rev. 1888, §3505.

§ 3734. Fences. Every company shall erect and maintain fences on the sides of the railroads operated by it, at such places as the commissioners shall direct; and every company operating any railroad constructed under any act of incorporation passed since the first Wednesday of May, 1850, or hereafter constructed, shall erect and maintain sufficient fences on the sides of such railroad, except at such place or places as the commissioners shall judge them unnecessary. Such fences shall be erected by all companies hereafter organized, within twelve months after they take possession of the lands through which their layout extends.

§ 3733. This section operates as an amendment to all railroad company charters. 27 C. 479.

§ 3734. Where act authorizing commissioners' order to fence was repealed, order became void and was not revived by reenactment of same statute. 49 C. 139. When fences were to be erected where ordered by commissioners, company was not obliged to fence until order was made. 50 C. 123. Where there were repeated grants of power, and company acted under last, it was held subject to obligation to fence, which did not apply to companies incorporated under

§ 3735. Order for fencing. Said commissioners shall make special investigation as to the condition of the fences on the line of any railroad, when so requested in writing, and if they deem it necessary, shall issue their order directing the company operating such railroad to erect or repair such fences. Said order shall specify the place or places, the manner in which and the time within which the fences are to be erected or repaired, and shall be served upon the company. Such service may be made by mailing a registered letter addressed to the secretary of the company.

1881.
Rev. 1888, §3506.
1893, ch. 210.

§ 3736. Penalty. If any railroad company shall neglect to comply with any such order it shall forfeit to the state one hundred dollars per month for each month of such neglect. The commissioners shall give notice of all such forfeitures to the state treasurer, who shall collect the same. Any person who, without neglect on his part, shall suffer damage by reason of the neglect of any company to erect or maintain fences as required by law, may recover such damage from such company.

1881.
Rev. 1888, §3507.

§ 3737. When adjoining owner neglects duty to fence. When it shall be the duty of the owner of land adjoining any railroad to erect or maintain a fence between such land and such railroad, and such owner shall have neglected to erect or maintain the same, and it shall have been erected or maintained by the railroad company in conformity to the order of the commissioners, such company may collect the cost of erecting and maintaining such fence from such owner. Such cost shall be a lien in favor of such company on such land, and shall take precedence of every other lien or incumbrance on said land, and may be foreclosed in the same manner as a mortgage lien; but shall not continue in force unless such company shall, within sixty days after the completion of such fence, lodge a certificate with the town clerk of the town in which said land is situated, describing said land and specifying the amount claimed as a lien thereon, and the dates of the commencement and completion of such fence, which certificate shall be recorded by said clerk on the land records of said town.

1881.
Rev. 1888, §3508.

earlier grants. 51 C. 403. Unless required by special statute, company is not bound to maintain such fences as will keep boys off the track. 53 C. 473. Company not required to maintain fence between its tracks and those of another company. 57 C. 442.

§ 3736. This section should receive a reasonable rather than a literal construction. 57 C. 444.

1881.
Rev. 1888, §3509.

§ 3738. Fences affected by contract. When by contract neither the owner of such land nor the railroad company can oblige the other to erect or maintain the fence, or such owner or his grantor has agreed not to require the railroad company to erect or maintain such fence, and such fence shall have been so erected or maintained by the company by order of the commissioners as aforesaid, such company may collect from such owner one-half of the cost of erecting and maintaining such fence, which amount shall be a lien on such land as provided in § 3737.

1881.
Rev. 1888, §3510.

§ 3739. Roads operated by trustees. When any railroad shall be operated by a trustee or receiver, the duties and liabilities imposed and the rights conferred by §§ 3734, 3735, 3736, 3737, and 3738 upon companies are hereby imposed and conferred upon such trustee or receiver. Each order of the commissioners upon such trustee or receiver shall be served by some indifferent person, by leaving a true and attested copy of such order with or at the usual place of abode of such trustee or receiver, within six days of the date thereof.

1908, ch. 79.

Street railways not running on public streets or highways to be fenced. The provisions of §§ 3733, 3735, 3736, 3737, 3738, and 3739 of the general statutes shall hereafter apply to street railways, except when such street railways are located in public streets or highways.

1887.
Rev. 1888, §351.

§ 3740. Complaint by state's attorney for neglect of highway. When any railroad company shall neglect to construct any highway or bridge which it is its duty to construct, or to keep in repair any bridge, embankment, filling, or abutment which it is its duty to maintain, the state's attorney in any county in which the whole or any part of said highway, bridge, embankment, filling, or abutment is situated shall make complaint thereof to the superior court for such county, and further proceedings shall thereupon be taken against such company, similar to those required against a town neglecting to construct a road laid out by the superior court, or to keep in repair a road within its limits, which it is its duty to construct or keep in repair.

1887.
Rev. 1888, §3512.

§ 3741. Property needed for changing roads or bridges. When the commissioners shall recommend to any

railroad company that changes ought to be made in the roadway or in any bridge of such company, in order to make the same safer and more permanent, and, to carry out such recommendation, it shall be necessary for such company to acquire any property or any interest therein, such company may take such property or interest in the same manner as is provided for taking land in § 3687.

CHAPTER 214.

Railroad Depots.

§ 3742. Stops near villages. When the business center of any village containing two hundred inhabitants is more than one and one-half miles from the nearest station on a railroad, and not more than one-third of a mile from said road, the railroad commissioners, upon the petition of twenty of said inhabitants, after due inquiry, may make such orders in regard to the stoppage of any of the trains upon such railroad, at or near such village, for the purpose of receiving and discharging passengers or freight, as they shall deem just and reasonable; and no railroad company, whose trains may be thus required to stop, shall charge more than five cents for each mile or fraction of a mile for transporting passengers between such stopping place and the next station.

1866.
Rev. 1888, §3613.

§ 3743. Petition for station on unfinished road. When twenty electors shall present their petition to the railroad commissioners, alleging that the company owning any unfinished railroad ought to establish a station at or near a place named, and that the petitioners have reason to believe that said company does not intend so to do, the commissioners, after due notice to said company, shall hear said petition; and if on such hearing the commissioners find that said petition should be granted, they shall in writing designate the place for a station, within the limits stated in said petition, and said company shall establish and maintain a suitable station at such place. Either said petitioners or said company may appeal from any decision of the commissioners on said petition, to a judge of the superior court, who may affirm, reverse, or modify such decision and tax costs as he may deem best.

1865.
Rev. 1888, §3514.

1866.
Rev. 1888, §3516.

§ 3744. Abandonment of station regulated. No company shall abandon any station on its railroad, after the same has been established for one year, except with the approval of the railroad commissioners, given after a public hearing held at such station, notice of which shall be posted conspicuously in such station for one month previous to the hearing.

1839, ch. 90.

§ 3745. Change of station when line is moved. Whenever the directors of any company shall change the location of the track of any railroad owned or leased by such company, for the purpose of improving the line of the railroad, and shall desire to abandon the former line, and there shall be a railroad station upon the line which it is proposed to abandon, such directors may apply in writing to the railroad commissioners for authority to abandon the use of such station, after a new station has been provided at some convenient point upon the new line of such railroad. Whenever such application is made, the commissioners shall fix a time and place for a hearing, and shall give notice of the same by causing to be posted at least thirty days before the time of such hearing, in the railroad station which it is proposed to abandon, a copy of such application and order of notice; and may upon such hearing fix the location of a new station upon the new line, and when such new station has been constructed and opened for the use of the public, such company may abandon the old station.

1893, ch. 165.

§ 3746. Restoration of station. Whenever any freight or passenger station on any railroad shall be destroyed or rendered unfit for use, the company owning such station shall rebuild or repair the same within a reasonable time. If such company shall neglect so to do, the commissioners shall make such order regarding such rebuilding or repairing as they deem just and proper, and said order may be enforced by mandamus brought in the name of the state.

1874.
Rev. 1888, §3518.
1889, ch. 213.

§ 3747. Appeals from orders relating to stations. Any person aggrieved by any order of the railroad commissioners, upon any proceeding relative to the location, abandonment,

§ 3744. Place where trains stopped for passengers and mail, but where no tickets were sold, held to be a station. 37 C. 153. Commissioners' order for discontinuing station held void because conditional. 41 C. 356. Order for discontinuing old station on erection of new valid. 42 C. 56. Statute requiring trains to stop at a given station upheld. 43 C. 351.

or changing of stations to which he was or ought to have been made a party, may appeal from such order to the superior court of the county in which the cause of appeal shall arise, within thirty days after the publication of such order, by a petition in writing, with a proper citation signed by competent authority to all parties to said proceedings having an interest adverse to him, to be served upon them at least twelve days before the return day. Said court may hear said appeal and re-examine the question of the propriety and expediency of the order appealed from, either by itself or a committee, and shall proceed thereon in the same manner as upon complaints for equitable relief; and in case said order is not affirmed, may make any other order in the premises that it may deem proper and which might have been made by the railroad commissioners, and may award costs at its discretion. Such appeal shall be a *supersedeas* of the order appealed from until the final action of the court thereon, and said final order may be enforced by said court by attachment, mandamus, or otherwise, as it shall deem proper.

Petition for order to stop trains. § 1. When any railroad company shall refuse to stop any of its passenger trains at any station, the selectmen of any town, the warden and burgesses of any borough, or the mayor and common council of any city, in which such station is situated, may make application in writing to the railroad commissioners praying that such company may be ordered to stop the train or trains mentioned in said application at said station; and said commissioners shall order such notice as they may deem reasonable to be given to such municipal authorities and to the railroad company of the time and place of hearing and shall hear said application. Within ten days after the final date of such hearing the railroad commissioners shall make such order in the premises as they may deem just and proper, and said order shall be communicated to said railroad company and to said applicants, and any party aggrieved by such decision may appeal to the superior court in the manner provided for appeals in section 3747 of the general statutes and with like effect the superior court may, upon application of any party with due notice to adverse parties, amend or change any order passed as aforesaid. Said order may be enforced by mandamus.

1907, ch. 261.

§ 2. This act shall take effect from its passage.

CHAPTER 215.

Obligations of and to Steam Railroad Companies.

1887.
Rev. 1888, §3523.
1890, ch. 48.

§ 3749. Sunday trains restricted. No railroad company shall run any train on any road operated by it within this state, between sunrise and sunset on Sunday, except from necessity or mercy; *provided*, that it may run trains carrying the United States mail, and such other trains or classes of trains as may be authorized by the railroad commissioners, on application made to them on the ground that the same are required by public necessity or for the preservation of freight.

1887.
Rev. 1888, §3524.
1889, ch. 23.

§ 3750. Freight not to be handled on Sunday; exceptions. No such company shall permit the handling, loading, or unloading of freight on any road operated by it, or at any of its stations within this state, between sunrise and sunset on Sunday, except from necessity or mercy; *provided*, that the commissioners may suspend the operation of this section, so as to permit the handling, loading, or unloading of freight by transfer of said freight between steamboats and cars, until eight o'clock in the forenoon, at any depot or station where, upon application made to them, they shall find that the same is required by public necessity or for the preservation of freight.

1887.
Rev. 1888, §3525.

§ 3751. Penalty. Every such company which shall violate any provision of §§ 3749 or 3750 shall forfeit to the state the sum of two hundred and fifty dollars for each violation.

1887.
Rev. 1888, §3526.
1895, ch. 123.

§ 3752. Fares on Sunday trains; forfeiture. No such company shall transport passengers on Sunday, upon any train deemed necessary according to the intent of § 3749, for less than the regular fare collected on week days, *provided* that commutation, season, and mileage tickets may be used on Sunday. No such company shall issue or accept for any travel on said day excursion or other special bargain tickets. Every company which shall violate any provision of this section shall forfeit to the state fifty dollars for each violation.

1887.
Rev. 1888, §3527.

§ 3753. Effect of preceding sections. The provisions of §§ 3749, 3750, 3751, and 3752 shall not affect statutes which prohibit secular work or recreation on Sunday, except in so far as said provisions may be found in their operation to be inconsistent with said statutes.

§ 3754. Standard time; forfeiture. Every such company in its public advertisements and time tables, shall make use of the standard time of this state for all stations within the state. Every company which violates this section shall forfeit to the state twenty-five dollars.

1883.
Rev. 1888, §3528.

§ 3755. Approach to station; forfeiture. Every such company shall maintain a convenient and safe approach for carriages to each of its passenger stations from the highway, and for a reasonable time before and after the arrival of every passenger train stopping at such station shall keep such approach free from obstruction. The commissioners may make such orders as they deem necessary and reasonable in each such case to which their attention is called. Every company violating such an order shall forfeit to the state one hundred dollars for each day of such violation.

1883.
Rev. 1888, §3531.

§ 3756. Companies to afford mutual facilities. Every such company shall run its passenger trains at such times and in such manner as to afford reasonable facilities for receiving passengers from and delivering them to other connecting railroads in this state.

1859, 1864.
Rev. 1888, §3529.

§ 3757. Commissioners may regulate connections. Any person, claiming to be aggrieved by the neglect of any such company or companies to comply with the provisions of § 3756, may, with the written approval of the selectmen of any town through which the railroad of any such company passes, bring his written petition to the commissioners, alleging such neglect. Said commissioners shall thereupon appoint a time and place for hearing the same and give reasonable notice thereof to said petitioner and to such company or companies, and after such hearing the commissioners shall make such order relating to such connection as they shall find to be practicable and reasonable, and shall communicate their decision to the petitioner and to such company or companies within twenty days after the final hearing. Every such company failing to comply with such order within ten days after receiving notice of such decision shall forfeit fifty dollars to the state for each day of such non-compliance after the expiration of said ten days.

1864.
Rev. 1888, §3530.
1889, ch. 131.

§ 3758. Roads intersecting trunk line to have equal facilities. When the trunk line of any company shall, at or

1859.
Rev. 1888, §3532.

near the same place, connect with or be intersected by two or more other railroads, which are competing lines for the business to or from such trunk line, the company operating such trunk line shall afford equal facilities, including price and rates, to each of such competing roads, in the interchange of cars, the transportation of freight, the furnishing of tickets to passengers, and the checking of baggage.

1859.
Rev. 1888, §3533.

§ 3759. Aggrieved company may apply to commissioners. If any such competing company shall at any time deem itself aggrieved in reference to such facilities, it may complain to the commissioners, who, after due notice and hearing, shall prescribe such regulations as, in their judgment, will secure reasonable facilities for the accommodation of the business of each of said connecting railroads, and fix the terms on which such facilities shall be afforded by or to each of such companies; and the superior court may compel the observance thereof, by attachment, mandamus, or otherwise, and the expenses of the proceedings shall be paid by the parties, as the court shall determine.

1856, 1859.
Rev. 1888, §3534.

§ 3760. Order by commissioners as to connections. When it shall appear to the commissioners, by the written complaint of any railroad company, or a majority of the selectmen of any town through which any railroad passes, that the business connections of any connecting railroad are not convenient and reasonable for the accommodation of the inhabitants on the line of such road, the commissioners shall forthwith cause a notice to be given to all parties interested, specifying the time and place of hearing such complaint; and if, on such hearing, good and sufficient cause shall be found to exist, they shall make such regulations concerning such accommodation as they shall deem proper. Every company neglecting to comply with such regulations shall forfeit to the state twenty-five dollars for each day of such neglect.

1874.
Rev. 1898, §§3535,
3536.

§ 3761. Facilities for connecting roads; forfeiture. Every company operating a railroad wholly or in part in this state, which connects with any other railroad in this state, shall receive, and with reasonable dispatch draw over its road, the passengers, merchandise, and cars of the company operating such connecting railroad, and shall not in any manner discrimi-

nate as to time and price for such hauling against such connecting railroad, in favor of other shippers at said point of connection. If any such company shall fail to comply with the foregoing requirements, complaint thereof may be made by the company operating such connecting railroad to the commissioners, who, after reasonable notice to the company complained of, shall, if upon hearing they find the complaint true, order the company complained of to receive and forward, according to the requirements of this section, such passengers, merchandise, and cars as may be delivered to it from said connecting railroad. Every company refusing to conform to such order shall forfeit to the state twenty-five dollars.

§ 3762. Safety couplers on freight cars. Every company, operating a railroad located wholly or partly in this state, shall cause every freight car built or purchased for use on such railroad to be provided with couplers so arranged as to render unnecessary the presence of any person between the ends of the cars for the purpose of coupling the same.

1882.
Rev. 1888, §3597.

§ 3763. Couplers to be approved by commissioners. No couplers shall be placed on any such freight car, nor shall any couplers be substituted for any in use, until the same shall have been approved by the commissioners, and such couplers shall be hung at such height above the railroad track as shall be designated by the commissioners.

1882.
Rev. 1888, §3538.

§ 3764. Penalty. Every railroad company which shall permit a violation of any provision of §§ 3762 or 3763 shall forfeit fifty dollars to the state for every such violation.

1882.
Rev. 1888, §3539.

§ 3765. Platforms; hand cars; water; checks; name on stations; placards on cars. Every such company shall provide its passenger, baggage, mail, and express cars with suitable platforms or connecting aprons or bridges, to secure the safety of persons passing from car to car, to the approval of the commissioners, except that freight or baggage cars need not be thus connected with the platform of passenger cars attached to freight trains; no company shall allow any hand car, or other car not moved by steam used upon its railroad, when removed from the railroad track, except when placed in a building pre-

1848, 1864, 1866,
1867, 1872.
Rev. 1888, §3540.
1889, ch. 85.

pared for it, to remain within fifty feet of any road or highway crossing said track. Every such company shall carry in each passenger car a sufficient quantity of good drinking water, with a clean tumbler or cup, for the free use of the passengers, or instead thereof shall carry through each passenger car, once an hour, a suitable quantity of good drinking water, with a clean glass tumbler, for the free use of the passengers; shall give each passenger, who shall be separated from his baggage by such company, a receipt or check for it at the time of separation; shall conspicuously post on each passenger depot the name of the station, and on each passenger car which leaves the terminus of any road operated by it, a legible card, not less than three feet in length, with large letters, distinguishing way from express trains, and designating the direction in which each train is next to move, unless such cards shall be dispensed with by the commissioners.

1909, ch. 166.

Spitting in public places prohibited. § 1. No person shall spit on the paved walk of any public street, park, or square, or upon the floor of any hall or office in any hotel, restaurant, apartment house, tenement, or lodging house which is used in common by the guests or tenants thereof, or upon the floor, platform, steps, or stairs of any public building, church, theater, railway station, store, or factory, or street car or other public conveyance.

Term defined. § 2. The term spitting as used in this act shall be defined as the act of expelling any secretion from the chest, throat, mouth, or nose.

Penalty. § 3. Any person violating the provisions of this act shall be fined not less than one dollar nor more than five dollars, or imprisoned not more than thirty days, or both.

1889.
Rev. 1888. §3584.

§ 3766. Water-closets at stations. Every company operating a steam railroad shall maintain at each regular passenger depot such suitable water-closets as in the judgment of the commissioners the public convenience may require. The commissioners may make all necessary orders relating thereto and enforce the same by mandamus in the name of the state.

1893, ch. 196.

§ 3767. Bulletin of late trains; penalty. The railroad commissioners, whenever requested by twenty legal voters residing within two miles of any station on a railroad in this state,

or by the mayor of the city, the first selectman of the town, or the warden of the borough in which such station is located, shall require the company owning such station to bulletin the arrival and departure of all trains over ten minutes late, together with a statement of the cause of the delay of such trains. No such order shall be rescinded except after hearing by the commissioners held at or near such station, after reasonable notice by mail to the signers of such request. Any company failing to comply with such order shall be subject to the penalties prescribed in § 3888.

§ 3768. Payment of fare not to be evaded. No person shall fraudulently evade or attempt to evade the payment of any fare lawfully established by a railroad company. No person who does not, upon demand, pay such fare, shall be entitled to be transported over any railroad; but conductors or employees of railroad companies shall not put a passenger off a train between stations.

1867.
Rev. 1888, §3541.

§ 3769. Change in commutation fares regulated. No railroad company which has had a system of commutation fares in force more than four years shall alter or abolish it, except for the regulation of the price charged for such commutation, and such price shall in no case be raised to an extent that shall alter the ratio as it existed on the first of July, 1865, between such commutation and the rates then charged for way fares on the railroad of such company. Nothing herein contained shall prevent any railroad company from issuing commutation tickets of a different system whenever the person to whom the same are issued is willing to accept the same. This section shall not apply to any contracts between this state and such company, for the transportation of members of the general assembly.

1865.
Rev. 1888, §3542.
1897, chs. 160,
181.

§ 3770. Transportation of milk; forfeiture. Every railroad company which refuses to transport milk for any person, on the same train and on the same conditions on which it transports milk for any other person, shall forfeit to the state twenty dollars for each offense.

1873.
Rev. 1888, §§3543,
3544.

§ 3768. Conductor may remove passenger who refuses to pay. 28 C. 89. Company upheld in removing passenger for refusing to pay amount greater than cost of ticket, though ticket could not be obtained. 24 C. 249. Passenger is entitled to reasonable time to find misplaced ticket. 38 C. 559.

1899, ch. 8.

§ 3771. Regulations for transportation of explosives; forfeiture. No such company shall receive for transportation or transport any explosive material or compound, except in accordance with such regulations as shall be prescribed by the railroad commissioners, who are hereby authorized to make such regulations, which shall supersede and render void all other laws and regulations relative to the transportation of such material or compound by such companies in this state. The commissioners shall furnish copies of all such regulations to all such companies. After such regulations have been made and copies furnished as aforesaid, any such company transporting any explosive material or compound, except in accordance with such regulations, shall forfeit to the state not less than ten or more than five hundred dollars for each offense.

1885.
Rev. 1888, §2546.

§ 3772. Freight charges regulated. No railroad company shall charge or receive, for the transportation of freight to any station on its road, a greater sum than is at the time charged or received for the transportation of the like kind and quantity of freight, from the same original point of departure and under similar circumstances, to a station at a greater distance on its road in the same direction. Two or more railroad companies, whose roads connect, shall not charge or receive, for the transportation of freight to any station on the road of either of them, a greater sum than is at the time charged or received for the transportation of the like kind and quantity of freight, from the same original point of departure and under similar circumstances, to a station at a greater distance on the road of either of them in the same direction. In the construction of this section the sum charged or received for the transportation of freight shall include all terminal charges; and the road of a company shall include all the road in use by it, whether owned or operated under a contract or lease.

1885.
Rev. 1888, §3545.

§ 3773. Forfeiture. Every railroad company which violates any provision of § 3772 shall be liable for all damages sustained by reason of such violation, and shall forfeit two hundred dollars to the state, to be recovered by the state's attorney of the county in which such violation takes place, but no action for any such forfeiture shall be maintained unless the same is brought within one year from the date of such violation.

§ 3774. Charge for detention of cars regulated. No company owning or operating a railroad in this state shall claim, demand, or collect from any shipper or consignee of merchandise or freight, any sum, damage, or charge for the delay or detention of cars in loading or unloading, for any period of less than four consecutive days, Sundays and legal holidays excluded. Such four days shall be computed from the time the cars become accessible to the shipper or consignee for the purpose of loading or unloading. 1889, ch. 212, §1.

§ 3775. Charge for storage regulated. No such company shall claim, demand, or collect, from any consignee of merchandise or freight, any sum for the storage thereof in a freight house, warehouse, or other structure, for a period of less than two consecutive days, Sundays and legal holidays excluded. Such two days shall be computed from the time of the arrival of such merchandise or freight at the place of delivery. Every such company violating this section or § 3774 shall forfeit to the state double the amount so claimed, demanded, or collected. 1889, ch. 212, §2.

§ 3776. Lien for transportation charges. No such company shall have a lien upon merchandise or freight transported by it for transportation charges, or for advances upon freight so transported, unless such company shall, upon request, deliver to the consignee of such freight or his agent, for his own use, a copy of the bill or statement of such charges and advances as the same appears upon the waybill held by such company. 1889, ch. 212 §3.

§ 3777. Penalty for refusing to transport material. Every such company which refuses to transport over the line of its road any railroad ties, sleepers, or material to be used in the construction or repair of any other railroad, at the same rate or price as other freight of the same class, shall forfeit to the state not less than fifty nor more than three hundred dollars. 1879.
Rev. 1888, §3547

§ 3778. Penalty for refusing to give receipt. Every such company which refuses to give a receipt to the owner or shipper, describing any commodity delivered to it for transportation, shall forfeit to such owner or shipper fifty dollars. 1867.
Rev. 1888, §3548.

1881.
Rev. 1888, §3581.

§ 3779. Fire caused by engine; insurable interest.

When property is injured by fire communicated by an engine of a railroad company, without contributory negligence on the part of the person entitled to the care and possession of such property, such company shall be held responsible in damages to the extent of such injury to the person so injured. Every such company shall have an insurable interest in the property for which it may be so held responsible in damages, and may procure insurance thereon in its own behalf.

1881.
Rev. 1888, §3582.

§ 3780. Notice of claim. No action shall be brought

under § 3779, unless written notice of the claim is given to such company within twenty days after the fire, specifying the day and time of the fire, the property injured, and the amount claimed as damages. Such notice may be given by a letter signed by the claimant or his agent, mailed to the superintendent of the railroad, or delivered to its station agent at a station in the town where the fire occurred.

1881.
Rev. 1888, §3583.

§ 3781. Land damages not to be affected by fire risk. No appraisal of damages, for land taken or injured by the location or construction of a railroad, shall include any compensation for the increased risk of fire to any buildings erected or to be erected on land outside of such location, on account of sparks from engines on such railroad.

1886.
Rev. 1888, §3549.

§ 3782. Certain employees to wear badges. All the conductors, brakemen, and baggagemen, employed upon the passenger trains of any company, when on duty shall wear, in a conspicuous place, a badge showing their respective duties and the name of such company.

1905, ch. 202.

Trespass on railroads. § 1. Every person who shall, without right, be upon, or attach himself to, any engine or car upon the track of a railroad, or occupy or be upon any part of the platform or grounds of any station or yard of

§ 3779. Company held for damage to B's property caused by fire starting on A's land, and left burning at A's request. 52 C. 271. Statute held constitutional, and that "other property" included fences and trees. 54 C. 447. Statute is not penal, and action thereon is not barred for six years. 56 C. 21. Company cannot have advantage of owner's insurance on property destroyed. 60 C. 129. Liability statutory, not for negligence. 62 C. 339. Contributory negligence will defeat recovery on this statute. 72 C. 28.

§ 3781. It is impracticable to assess beforehand damage which may result from future fire. 54 C. 464.

such railroad, or ride, drive, or lead any beast on said track, shall be fined not more than fifty dollars, or imprisoned not more than thirty days, or both. Every station agent of any such company, who shall know or have immediate information that any person has violated any provision of this section, shall forthwith notify a grand juror or other informing officer of the town in which such offense shall have been committed.

§ 2. Sections 3783 and 3784 of the general statutes are hereby repealed.

System of signals not to be changed without approval of railroad commissioners. No railroad company operating a railroad in this state shall change the character of its system of signals, either as to color or otherwise, until the railroad commissioners, after notice and hearing had, shall have given their written approval of such change.

1907, ch. 125.

§ 3785. **Warnings at grade crossings.** Every company shall keep and maintain, at each crossing at grade of any highway at which there is no gate, warning boards of such a description as the commissioners may approve.

1865.
Rev. 1888, §3478.

§ 3786. **Bells and whistles.** Every engine used upon a railroad shall be supplied with a bell of at least thirty-five pounds weight, and a suitable steam whistle, which bell and whistle shall be so attached to such engine as to be conveniently accessible to the engineer and in good order for use.

1851.
Rev. 1888, §3553.

§ 3787. **Bells and whistles to sound at crossings.** Every person controlling the motions of an engine on a railroad shall commence sounding the bell or whistle when such engine is approaching, and is within eighty rods of the place where such railroad crosses any highway at grade, and shall keep such bell or whistle occasionally sounding until such engine has crossed such highway. The company in whose service such person may be shall pay all damages which may accrue to any

1851.
Rev. 1888, §3554.

§ 3787. Company owes only ordinary care to persons on highway near railroad. 56 C. 457. Unless ordered by commissioners, only such safeguards as the statute requires need be furnished. 57 C. 23. Engineer is not usually required to sound both whistle and bell, but must use both if circumstances require. 59 C. 369. Engineer to be judged by circumstances as they appeared to him at the time. 60 C. 299. If engineer complies with statute as to signals, he fulfills his whole duty, in the absence of special circumstances. 72 C. 212.

person in consequence of any omission to comply with any provision of this section; and no railroad company shall knowingly employ an engineer who has been twice convicted of violating any provision of this section.

1899, ch. 6.

§ 3788. Signals on train operated by electricity. Any steam railroad company operating any train by electricity may provide and use on such train an air whistle in lieu of a steam whistle as provided by §§ 3786 and 3787; and such provision and use on trains operated by electricity shall be deemed to be a full compliance with the requirements of said sections.

1887.
Rev. 1888, §3555.

§ 3789. Assistant engineer or fireman may signal. Every engineer in charge of an engine may direct and authorize any fireman or assistant engineer, who is under his authority at the time, to perform the duties imposed upon him as such engineer by § 3787, but nothing in this section shall relieve the engineer from any liability or responsibility.

1882.
Rev. 1888, §3556.

§ 3790. Signal at crossing not at grade. When it shall appear to the railroad commissioners, upon the written complaint of the selectmen of any town, that public safety requires the sounding of the engine whistle at any highway crossing when the train passes over or under such highway, they shall make such order in relation thereto as they deem proper.

1851.
Rev. 1888, §3557.

§ 3791. Engineers to have copies of law and be sworn. No company shall permit any person to drive an engine upon a railroad operated by it, unless he shall have first received a printed copy of §§ 3786 and 3787 and of this section, and shall have made oath that he will faithfully comply with their provisions.

1881, 1886.
Rev. 1888, §3558.
3559.
1895, ch. 139.

§ 3792. Commissioners may regulate signals. When the selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough shall bring their petition in writing to the railroad commissioners, representing that the public interest requires that the blowing of the engine whistle at certain points within the limits of such town, city, or borough shall be dispensed with, the commissioners shall appoint a time and place for hearing said petition, and shall give reasonable notice thereof to the petitioners and the company operating such railroad. If, after such hearing,

the commissioners shall be of opinion that the sounding of the whistle as aforesaid can be safely dispensed with, they shall direct such company to omit such signal and require any other signal in lieu thereof which they shall judge best. The commissioners may from time to time thereafter, upon the petition either of such company or of such local authorities, after due notice and hearing, modify or annul any such order. Such company shall obey any order of the commissioners made in accordance with this section.

§ 1. Opening of drawbridge. No railroad company shall be required to open or keep open any drawbridge in the line of its railroad, except on signal for and during the passage of boats and vessels through such drawbridge; and this act shall be deemed to be amendatory of all charters of railroad companies inconsistent herewith.

1903, ch. 32.

§ 2. This act shall take effect from its passage.

§ 3793. Trains to stop before crossing drawbridge or railroad. Every train shall be brought to a full stop, at a distance of not less than two hundred feet nor more than eight hundred feet, from the draw in every drawbridge upon the line of the railroad over which it runs, and from every point where such railroad is crossed by another railroad, and in plain sight of the same, before being run upon or over such draw or crossing; but the commissioners may in writing authorize the passing of any such draw or crossing without stopping as aforesaid, when, in their opinion, it can be done consistently with public safety.

1853, 1869.
Rev. 1888, §3500.

§ 3794. Penalty. Every person running such a train, who shall violate any provision of § 3793, shall be fined not more than one hundred dollars, or imprisoned not more than three months; and the president and directors of every railroad company who shall knowingly permit any violation of the same shall be fined five hundred dollars.

1853.
Rev. 1888, §3561.

§ 3795. Trains to stop at station near drawbridge. Every train obliged to come to a full stop before crossing any drawbridge shall, when the commissioners so order, stop at the regular station nearest to such bridge for a sufficient length of time to accommodate passengers who may desire to enter or

1885.
Rev. 1888, §3563.

leave such train, if such station is in full view of such bridge, and not more than one hundred and twenty rods therefrom.

1865.
Rev. 1888, §3562.

§ 3796. Complaint of interference with navigation.

The commissioners shall investigate all complaints made to them against railroad companies of interference with navigation in the use of drawbridges over any navigable waters, and shall make such orders in reference thereto as will in their judgment remove all just cause of complaint, in so far as this can be done with due regard for the rights of the parties affected and the public safety.

1853, 1856.
Rev. 1888, §3564.

§ 3797. Switches at railroad junctions.

No company shall permit any passenger train to be run over any switch, at any railroad junction, or at any station where such train does not regularly stop or is not then to be stopped, unless there be, at the time when such train arrives near such switch, a switchman standing at such junction switch or at the station switch so first approached, with a white flag by day or a light at night, to indicate that such switch is in a proper position for the passage of such train; or unless, in the absence of such switchman, such train shall first be brought to a full stop at a distance of not less than two hundred feet nor more than seven hundred feet therefrom. Every person who shall run a train over any switch, contrary to the provisions of this section, shall be fined not more than one hundred dollars, or imprisoned not more than sixty days, or both; and the president and directors of any company, who shall permit a train to be run over any switch contrary to the provisions of this section, shall be fined five hundred dollars; but the commissioners may dispense with any such switchmen.

1873.
Rev. 1888, §3565.

§ 3798. Regulation of speed and stops.

The commissioners may permit passenger trains to be run past any switch, station, or highway crossing, without stopping, at such rate of speed as they may prescribe, upon the provision by the company of such safeguards for the protection of its passengers and the public as the commissioners may require. If such company shall neglect to make such provision, it shall forfeit five hundred dollars to the state.

1853, 1854.
Rev. 1888, §3566.

§ 3799. Number of brakemen.

Upon every train run, or intended to be run, upon any railroad in this state, at a greater average speed than thirty miles an hour between stations, and including more than two passenger cars, one brakeman shall

be kept at the brake of each car; but when the double-action brake is used on any such train, but one brakeman need be kept upon and for every two cars connected with such train. The commissioners may grant permission to any company to reduce the number of brakemen required upon passenger trains, when such company has adopted a system of brakes to be operated by the engineer, which in the opinion of the commissioners will render such number of brakemen unnecessary. The commissioners may revoke such permission when they consider that public safety requires; and on such revocation the company shall place upon its trains the number of brakemen required by law.

Railroad commissioners to have power to regulate number of employes on trains. § 1. The railroad commissioners shall have power to order, after a public hearing, such changes in the number of employes upon freight or passenger trains as in their opinion will conserve the public safety or the safety of such employes. 1909, ch. 219.

Penalty. § 2. If any company shall fail to place upon any of its trains the number of brakemen required by the provisions of the general statutes or in pursuance of the foregoing provisions of this act, it shall forfeit twenty-five dollars to the state for each day of such neglect, to be recovered by the state's attorney in the county where such offense is committed.

§ 3800. Notice to commissioners of accidents. Every railroad company shall, within twenty-four hours after the occurrence of any accident attended with personal injury, give notice of the same to the commissioners in writing, who, upon receiving such notice or upon public rumor of such accident, may repair, or dispatch one of their number, to the scene of said accident, and inquire into the facts and circumstances thereof. The commissioners shall, without charge, furnish any person injured, or the friends of any person killed, any information they may have acquired in relation to such accident, and the names of the persons from whom the same was obtained or by whom the same may be proved. 1853, 1881.
Rev. 1888, §3567.

§ 3801. Hospital stretchers to be provided. Every such company shall provide and cause to be placed in some car attached to each train passing over its railroad, and at every passenger station, a suitable hospital stretcher for use in case of accidents. 1883.
Rev. 1888, §3568.

1884.
Rev. 1888, §3585.

§ 3802. Duties of trustees and receivers. All duties and obligations imposed by law upon such companies, in reference to returns to be made to the comptroller or commissioners, are hereby imposed upon trustees, receivers, or other persons, that lay out, construct, maintain, or operate a railroad operated wholly or in part by steam power.

1897, ch. 37.

§ 3803. Passenger car regulations. Every railroad company may make and enforce reasonable regulations concerning the kind and size of packages or baggage which may be brought into passenger cars, and concerning the use of seats and passageways in cars.

Bonds, Mortgages, and Foreclosures.

1905, ch. 149.

Bonds of railroad and railway companies. § 1. Every railroad company or street railway company may borrow money and give its bonds therefor, signed by its president and countersigned by its treasurer, and may dispose thereof as authorized by its stockholders. Any bonds issued by virtue of the general authority conferred by this act shall, before being issued, be registered in the office of the comptroller, and a certificate of such registration shall appear on each bond so issued. The comptroller shall cancel any bonds so registered which may be brought to him for cancellation, and enter a memorandum of such cancellation in his register. No such company, by virtue of the general authority conferred by this act, shall issue any bonds of a less denomination than one hundred dollars, or have bonds issued under such authority, and without other authority from the general assembly, outstanding at any one time to a greater amount than one-half the sum which its president, treasurer, and an engineer, approved by the railroad commissioners, shall certify under oath has been actually expended upon its railroad or railway, and any false swearing in the matter shall be perjury; provided, that nothing herein contained shall affect the authority heretofore given by law to street railway companies chartered before the close of the session of the general assembly of 1895 to have bonds outstanding to the amount of seventy-five per centum of said sum certified as aforesaid. The comptroller shall not permit the bonds of any railroad company or street rail-

way company, issued under authority of this act, registered in his office and uncanceled, to exceed the amount limited in this section.

§ 2. Any railroad company or street railway company may secure its lawfully issued bonds by a mortgage of its property, or any part thereof, by deed duly executed by its president, under the corporate seal, to the treasurer of the state and his successors in office, or other trustee, in trust for the holders of such bonds. Such mortgage shall be recorded in the office of the secretary of the state and need not be recorded in the records of towns within which the property so mortgaged is situated.

§ 3. When any railroad company or street railway company has mortgaged, or shall mortgage, its railroad or railway, pursuant to law, to secure its bonds, and has included or shall include in such mortgage all or any part of its rolling stock, locomotives, cars, and other personal property, and of its property, whether real or personal, thereafter to be acquired by it for use upon said railroad or railway, such mortgage shall be deemed valid and effectual as respects all the property therein included as aforesaid, and may be foreclosed in the same manner as ordinary mortgages of real estate; and the record thereof in the office of the secretary of the state shall be sufficient record and notice to protect the title under the mortgage, although such company remains in possession of the mortgaged property.

§ 4. Sections 3804, 3805, 3806, 3808, and 3848 of the general statutes are hereby repealed.

§ 3807. Issue of bonds. Every company consolidated under the provisions of §§ 3674 to 3677, inclusive, may issue bonds, and secure the same by a mortgage of all its franchises and property, both within and without this state, existing or to be acquired, or any part thereof, to one or more trustees, nominated by said company and approved by the governor; and said mortgage may provide for a foreclosure or sale of the entire road and franchises in both states, in case of a default upon the bonds, by judgment or decree of a court of competent jurisdiction in this state. The provisions of § 3804 shall apply to the bonds and mortgage authorized by this section.

1883.
Rev. 1883, §§ 3447,
3448.

1855.
Rev. 1888, §3573.

§ 3809. Surrender of road to mortgage trustee.

When any such company shall have mortgaged its property or any part thereof to any person, in trust, for the security of its creditors, or any class of them, and shall have made default in the payment of principal or interest due to such creditors, any such creditor may bring his complaint to the superior court, in any county in which such railroad or any part thereof is located, setting forth such fact and claiming that such trustee may be placed in possession of such property, for the benefit of such creditors. Such complaint shall be heard and determined at the first session of the court to which it is returnable, unless continued for reasonable cause; and if the allegations therein are found true, such court shall decree that such company and its president and directors, under a suitable penalty, shall surrender such mortgaged property to the trustee, for the benefit of such creditors.

1858.
Rev. 1888, §3574.

§ 3810. Liability of trustee limited.

When any such trustee shall have taken possession of any property pursuant to the provisions of § 3809, or pursuant to any authority contained in the mortgage or deed of trust, he shall take charge of and operate such railroad or railroad property for the benefit of the creditors for whom such trust was created, and shall not be personally liable for any injury arising from the operation of such road, unless resulting from his wilful mismanagement, or for any contracts made by him as such trustee; but all such property shall be liable for the acts and proceedings of such trustee, in the execution of his trust, to the extent of the interest of the creditors for whose benefit he acts, and any proceeding for the purpose of making such property liable shall be brought against such trustee, describing him as such.

1858.
Rev. 1888, §3575.

§ 3811. Trustee to make inventory.

The trustee, upon taking possession of such property, shall make under oath an inventory of all property which comes into his possession, and lodge it for record in the office of the secretary of state; and if any other property shall afterward be discovered by him, he shall make and lodge a like inventory.

1858.
Rev. 1888, §3576.

§ 3812. Trustee to render accounts; may complete foreclosure.

The trustee, while operating such road, shall file
§ 3812. Trustee represents all bondholders, and they need not be given personal notice of judicial proceedings. 53 C. 349.

quarterly, in the office of the secretary of state, an account of all moneys received or disbursed by him in the course of his agency; and may proceed at his discretion, in the superior court in any county in which such railroad or any part thereof is located, to foreclose such company and all subsequent incumbrancers, for the benefit of the bondholders or other creditors for whom he acts; and such court may limit the time for the redemption of the mortgaged property, as in ordinary foreclosure proceedings.

§ 3813. Court may remove trustee and appoint successor. If such trustee shall neglect or unnecessarily delay to perform his duties, any creditor represented by such trustee may apply to the superior court in any county in which such railroad or any part thereof is located, for such trustee's removal. Such application shall be privileged in the order of its trial, and if the facts therein set forth are found true, such court may remove such trustee from his office and appoint another in his stead.

1858.
Rev. 1888, §3577.

§ 3814. Prior incumbrancers not affected. Nothing in §§ 3809, 3810, 3811, 3812, and 3813 shall affect any mortgage, trust, or lien upon the property foreclosed, which was created prior to the mortgage, trust, or lien, under which such trustee may act; but the trustees for all such prior incumbrancers may proceed, by foreclosure or otherwise, notwithstanding any act or proceedings by subsequent incumbrancers or their trustees.

1858.
Rev. 1888, §3578.

§ 3815. Trustee to have same powers as corporation. When any such railroad is in the possession of a trustee, he shall have the same rights, powers, and privileges as are conferred upon railroad companies; and all expenses and damages incurred in good faith by such trustee in possession, to improve the lines of the railroad so in his charge, shall be reimbursed to him from the earnings of such railroad while he has the possession thereof.

1874.
Rev. 1888, §3579.

§ 3816. Administration expenses to be deducted from earnings. The expenses of operating such railroad or other property, including repairs and all other reasonable expenses of the trustee, and any damages incurred for any injury sustained during the time of his execution of said trust, and all claims secured by any prior mortgages or incumbrances which shall have become payable before or during said time, and also a reasonable compensation to be allowed to the trustee by the superior court,

1858.
Rev. 1888, §3580.

shall be deducted from the earnings of the road, before any part of such earnings shall be paid to the creditors.

1897, ch. 88, §1.

§ 3817. Purchasers under foreclosure may reorganize corporation. Whenever the property and franchises of any railroad company shall have been sold pursuant to a judgment or decree of a court of competent jurisdiction, in a suit for the enforcement or foreclosure of a mortgage on such railroad, the purchaser or purchasers at such sale, or his or their grantees and their associates and successors, in case they shall desire to continue the operation of such railroad, shall, upon filing in the office of the secretary of state the certificate hereinafter provided for, be a corporation by the name designated in such certificate, with power to hold, use, maintain, and operate such railroad, with all the powers enjoyed by railroad corporations under the general laws of this state.

1897, ch. 88, §§2,
3, 4.

§ 3818. Certificate of incorporation. The certificate to be filed as aforesaid shall be signed, sealed, and acknowledged by the persons who have acquired such property and franchises, or a majority of them, and shall set forth: (1) the name of the corporation; (2) the names of such persons, not less than twenty-five in number, as shall have associated themselves together for the organization of such corporation, and the names of the persons who shall compose the first board of directors; (3) the amount of capital stock and the number of shares into which the same is divided; (4) the owners of such shares at the date of filing such certificate. The amount of such capital stock shall not exceed the total value of the railroad together with its franchises, which value shall be determined by the railroad commissioners. The first board of directors shall adopt by-laws relating to the management of the affairs of the corporation, which by-laws may be amended by the stockholders.

CHAPTER 216.

Annual Returns of Steam Railroad Companies.

1878, 1883.
Rev. 1888, §§3586,
3587, 3588.
1889, ch. 172.

§ 3819. Form and date of returns. Penalty. The railroad commissioners shall annually, on or before the thirtieth day of June, furnish to every railroad company, or to the trustees or receivers operating any railroad, duplicate blanks for returns in the form required by the interstate commerce com-

mission, which returns shall be for the year ending on said thirtieth day of June. All companies, trustees, or receivers receiving such blank forms shall return one of them to the commissioners on or before the fifteenth day of September in each year, with all questions fully answered, except where the answers would be "none" or "nothing," in which case the question itself may be stricken out. Said returns shall be signed and sworn to by the president or vice-president and treasurer of the company, or by a majority of the trustees or receivers making the same. Every company, whose president or vice-president and treasurer or trustees or receivers shall refuse or neglect to make such returns, shall forfeit to the state twenty-five dollars for each day of such neglect or refusal, and the commissioners shall report such forfeiture to the state treasurer; and the books of every railroad company shall at all times be open to the inspection of any committee of the general assembly appointed for that purpose.

§ 3820. Returns to follow forms strictly. Amendments. Every railroad company shall make its annual returns strictly according to the forms provided, and if the officers, trustees, or receivers find it impracticable to return all the items in detail as required, they shall state in their report the reasons why such details cannot be given; but no company shall be excused for not giving such details because it does not keep its accounts in such manner as will enable it to do so. When any such returns seem to the commissioners defective or erroneous, they shall notify the company, trustees, or receivers making the same, and require the amendment of such returns within fifteen days from the time of giving such notice under the same penalty as is provided for refusing or neglecting to make returns.

1878.
Rev. 1888, §3589.

§ 3821. Returns by lessors. The officers, trustees, or receivers of every railroad company, which has leased a railroad upon terms by which the rental is based upon the earnings of the leased road, shall make returns to the railroad commissioners concerning the leased road, separate and apart from the business of the lessee, and in the same manner in which the officers of said leased railroad would be required to make returns had it not been leased.

1884.
Rev. 1888, §3590.

§ 3822. Reports concerning trunk line of Consolidated road. For the purpose of annual reports to the rail-

1899, ch. 198.

road commissioners, the trunk line of the New York, New Haven, and Hartford railroad company is hereby declared to be the line of road between Woodlawn Junction in the state of New York and Providence in the state of Rhode Island; and from New Haven in the state of Connecticut to Springfield in the state of Massachusetts. This section shall not affect the method of taxation of the trunk and branch lines owned by said railroad company as fixed by the board of equalization for the year 1898. And in case any railroad shall hereafter be merged in said New York, New Haven, and Hartford railroad company, the valuation of the railroad so merged for purposes of taxation shall not be less than the valuation for the year preceding the date of such merger.

CHAPTER 217.

Street Railway Companies.

1905, ch. 244.

Construction plans to be submitted to local authorities. § 1. When any company shall have been chartered by the general assembly for the purpose of operating street railways, such company may construct and operate its railway, with one or more tracks and all necessary equipments and appurtenances, upon and along the routes, highways, and public grounds permitted by said company's charter and the amendments thereto, but before such company shall proceed to construct such railway, or lay additional tracks, it shall cause a plan to be made showing the highway or highways in and through which it proposes to lay its tracks, the location of the same as to grade and the center line of said highways, and such changes, if any, as are proposed to be made in any highway. Said plan shall be presented to the mayor and court of common council of each city, the selectmen of each town, or the warden and burgesses of each borough, where such warden and burgesses have charge of making and repairing the highways of such borough, within which such company proposes to operate its railway, who shall thereupon, after public notice, proceed to a hearing of all persons interested therein, and after such hearing may accept and adopt such plan, or make such modifications therein as to them shall seem proper, and shall, within sixty days after the presentation of such plan, notify such company in writing of their decision thereon and of such modi-

fications therein as they have made. The refusal or neglect of any such local authorities to notify such company of their decision within the period of sixty days as aforesaid shall be deemed a refusal to approve and accept such plan as presented by such company. Nothing in this chapter shall prevent such company from continuing to present to such local authorities plans as heretofore provided, until such company and local authorities shall agree upon the same; and no such company shall construct such railway or lay additional tracks, except in accordance with a plan approved by the authorities aforesaid or approved on appeal by the railroad commissioners or the superior court, as provided in sections 3832, 3833, and 3834 of the general statutes.

§ 2. The selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough, where such warden and burgesses have charge of making and repairing the highways of such borough, within their respective jurisdictions, shall have power to make reasonable orders regulating the speed at which any street railway company may run its cars upon any highway; but none of such authorities shall, by such orders, authorize or permit such cars to be run upon any highway at any greater rate of speed than fifteen miles per hour.

Regulation of speed.

§ 3. Sections 3823 and 3841 of the general statutes are hereby repealed.

Local authorities to direct location of tracks and permanent structures on highways. Section 3824 of the general statutes as amended by chapter 219 of the public acts of 1907 is hereby amended to read as follows: The selectmen of each town, the mayor and common council of each city, and the warden and the burgesses of each borough, shall, within their respective jurisdictions, and subject to the right of appeal as provided in sections 3832 and 3843 of the general statutes, have exclusive control over the placing or locating of tracks, wires, conductors, fixtures, or other permanent structures of any such railway in the highways, over the relocating or removal of the same, and over changes in grade of such railway, and may make all orders necessary to the exercise of such power of control; provided, that orders concerning relocation, removal, and

1909, ch. 184.

changes in grade, except upon the application of the company operating such railway, shall be made only for the purpose of public improvement; and the cost of any such relocation, removal, or change of grade ordered upon the application of such company shall be paid by such company. Such orders shall be in writing, and shall be recorded in the records of the respective municipalities. Every such company shall at its own expense comply with and carry out such orders forthwith, and, in case of its failure so to do, such town, city, or borough may carry out such orders and recover the expense thereof from such company in an action on this statute, or may proceed by a writ of mandamus to compel such company, at its own expense, to carry out such orders. Except in the case of bridges, terminals, curves in turning from one street to another, and turnouts and switches not exceeding one hundred and fifty feet in length, the wrought part of any highway made suitable for travel shall nowhere be less than eight feet in width on each side of the street railway tracks, measuring from the outer rail where such tracks are located in the center of the highway, and not less than twelve feet in width, measuring from the rail nearest the wrought part of the highway, where such tracks are located on the side of the highway, unless permission to reduce such width is obtained from the superior court or a judge thereof. When ever any town, city, or borough shall change the grade of any such highway after the tracks of any street railway company have been duly located thereon, such company shall comply with any reasonable order to temporarily remove its tracks for the purpose of such change, and, when such change has been completed, shall conform the grade of its tracks to the newly established grade of the highway, and such company shall pay all the costs of changing its tracks and one-half of the cost of the necessary excavating, filling, resurfacing, paving, or other construction work within lines two feet on the outside of each outer rail of such tracks. Such city, town, or borough shall pay the rest of the cost of changing the grade of such highway.

1901, ch. 156, § 11.

§ 3825. Hearing by municipal committee. Whenever any matter relating to street railways is required to be acted upon by the warden and burgesses of any borough, or the mayor and common council of any city, the hearing thereon may be by themselves or by a committee, either standing or special, of such

warden and burgesses or mayor and common council, duly appointed for that purpose, or by any board connected with such municipal government which may be designated by such warden and burgesses or mayor and common council; and in case such hearing is by a committee or board, the action of such warden and burgesses or mayor and common council shall be upon the report of such committee or board.

§ 3826. Local authorities may change orders. The town, city, and borough authorities aforesaid, within their respective jurisdictions, may revise and change any orders made by them under §§ 3823 and 3824. 1893, ch. 169, § 11.

§ 3827. Orders relating to grade. No order shall be issued by the selectmen of any town authorizing or requiring a change of grade in any highway, or the location or relocation of any railway tracks in a highway, as authorized by § 3824, except upon a majority vote of all the selectmen after a public hearing, of which at least five days' notice shall have been given, with the nature of the proposed change and the location of the same fully set forth therein. 1895, ch. 125, § 1.

§ 3828. Selectmen to file orders for record. Penalty. Whenever the selectmen of a town shall prescribe the location of railway tracks in a highway, or authorize a relocation of tracks already laid or a change of grade thereof, they shall within ten days thereafter cause their decision in regard thereto to be recorded in the town clerk's office, and if they neglect to furnish the town clerk with a written statement of such decision, each of the selectmen who voted in favor of the same shall be fined not more than one hundred dollars. 1895, ch. 125, § 3.

§ 3829. Tracks not to be laid until order is lodged for record. No street railway company shall lay its tracks in any highway, or make any change in the location of its tracks already laid or in the grade thereof, until after the order of the selectmen authorizing the same shall have been lodged for record in the town clerk's office. Any such company may at any time lodge any such order for record with the town clerk. 1895, ch. 125, § 2.

§ 3830. Commissioners to direct method of construction. The railroad commissioners, subject to the right of 1901, ch. 156, § 3.

appeal as provided in § 3834, shall have exclusive jurisdiction and direction over the method of construction or reconstruction in whole or in part of every street railway in the state, the power of designating the kind and quality of track to be used and the method of laying the same, the kind, quality, and finish of all material, tracks, wires, poles, conductors, fixtures, and structures to be used in such construction, and the method and manner of applying motive power, and may make all orders necessary to the exercise of such power and direction, which orders shall be in writing and recorded in the records of said commissioners. Every company operating any street railway shall, at its own expense, comply with and carry out such orders.

1901, ch. 156, §4.

§ 3831. Orders on company's application. All orders of the railroad commissioners provided for in § 3830 shall be made upon written application of the company desiring to construct or reconstruct a street railway, after a hearing had, upon such notice as said commissioners shall deem reasonable, to the selectmen of the town, mayor of the city, or warden of the borough within which it is proposed to construct such railway; and said commissioners may, at any time, upon the application of such company, after due notice to said municipal authorities, amend or change any order passed as aforesaid.

1901, ch. 156, §5.

§ 3832. Company may appeal to commissioners. Whenever the warden and burgesses of any borough, the mayor and common council of any city, or the selectmen of any town, shall make or render any decision, denial, order, or direction, with respect to the location of the tracks of any street railway company in any highway with reference to the center line of such highway and the grade thereof, and any change proposed to be made in such highway or grade thereof, or whenever any of said municipal authorities shall make or render any decision, denial, order, or direction with respect to any other matter relating to street railways, any such company affected thereby may appeal to the railroad commissioners from any such decision, denial, direction, or order, within thirty days from the service of notice upon such company of such decision, denial, direction, or order. Such appeal shall be by petition, and shall state specifically the portion or portions of such decision, denial, direction, or order appealed from and the reasons of such appeal. Said commis-

§ 3832. Notice to company may be by mail. 73 C. 337.

sioners shall order such notice as they shall deem reasonable to be given to such municipal authorities, of the time and place of appearance in answer to such petition; and at such time, or as soon thereafter as said commissioners shall order, such appeal shall be tried, and said commissioners shall make such orders in reference to the matters affected by the appeal as they may deem equitable. Whenever such warden and burgesses, mayor and common council, or selectmen shall, under the provisions of § 3823, be deemed to have refused to approve and accept any plan presented by any street railway company with reference to any matter within their jurisdiction, such company shall have a like right of appeal to said commissioners, who shall have the same powers with reference thereto that said municipal authorities would have had under the provisions of § 3823, and may make all such orders with reference thereto as they may deem equitable.

Paving of city streets by street railway companies.

1903, ch. 209.

On an appeal taken under the provisions of § 3832 of the general statutes, the railroad commissioners shall make no order providing for the paving of that part of a highway required by law to be paved by street railway companies, which shall require the use of a different substance for such pavement than that with which the whole remaining width of such highway is paved.

§ 3833. Commissioners may amend order. Said railroad commissioners may on application of any street railway company, with due notice to adverse parties, amend or change any order passed by them on appeal.

1901, ch. 156, §7.

§ 3834. Appeal to superior court. Any party to any proceeding relating to street railways brought before said commissioners upon either original application or by appeal, aggrieved by the decision or order of said commissioners thereon, may appeal therefrom to the superior court, in the same manner as is provided in the case of appeals taken under the provisions of § 3747, and with like effect; and said court may, upon application of such street railway company, with due notice to adverse parties, amend or change any order passed by it on appeal as aforesaid.

1901, ch. 156, §8

§ 3835. Right of certain companies to lay tracks to cease. In case any street railway company, which, since the

1896, ch. 169, §4.

first day of January, 1893, has been, or hereafter shall be, authorized by its charter, or by an amendment thereto, to construct its railway in any highway, has not or shall not have constructed its railway in such highway on or before the close of the second regular session of the general assembly after that at which such authority was or shall be granted, all right of such company to lay its tracks in such highway shall thereupon cease; *provided, however,* that the right, in any highway or part of a highway, of any street railway company under any charter or amendment thereto granted prior to 1893, if such company has constructed part of its railway before said date, shall not cease because of the delay of such company to construct its railway in such highway, if such company shall construct its railway in such highway within two years from the time when the municipal authorities of the town, city, or borough in which such highway is located shall have notified such company so to do.

1893, ch. 169, §5.

§ 3836. Failure to operate railway. If any such company shall discontinue the operation of its railway in any highway or portion of a highway, or, having constructed its railway thereon, shall not begin to operate the same within a reasonable time thereafter, the mayor and court of common council of any city, the selectmen of any town, or the warden and burgesses of any borough, within whose respective jurisdictions such discontinuance or failure to operate shall occur, may order such company, in writing, to operate such part of its railway within thirty days from a date named in such order. On failure to comply with said order, all right of such company to occupy such highway or portion thereof, or to keep or operate its railway in such highway or portion thereof, shall cease; and such company shall immediately thereafter remove its tracks and fixtures from such highway, and put such highway or portion thereof in good condition for public travel. In case such company shall fail to remove such tracks and fixtures and put such highway or portion thereof in good condition for public travel, such town, city, or borough may cause such tracks and fixtures to be removed, and such highway to be put in good condition for public travel, and may recover the expense thereof from such company in an action on this statute.

1893.
Rev. 1888, §§3597,
3598.
1893, ch. 169, §6.

§ 3837. Company to repair highway. Every such company shall keep so much of the highway as is included within its tracks, and a space of two feet on the outer side of the outer rails

thereof in repair, to the satisfaction of the authorities of the city, town, or borough, which is bound by law to maintain such highway. Such authorities shall not order such company to use any better or more expensive kind of pavement or material for that part of the highway which it is the duty of such company to keep in repair, than is used by the town, city, or borough upon the remaining width of the highway, except for a space of one foot on each side of each rail, unless such better or more expensive kind of pavement or material was required in the order permitting the original location of such railway on such highway. Such municipal authorities shall keep a record of all orders as to such repairs, and shall serve a copy thereof upon such company, and every such order shall state the time within which repairs are to be completed, which time shall not be less than thirty days from the service thereof. Upon failure of such company to make the required repairs within the time fixed by the order, such repairs may be made by the municipal authorities interested, and the expense thereof recovered from the company in an action on this statute.

§ 3838. Damage from defect which company should repair. Any person injured in person or property, by reason of any defect in that part of the highway which any street railway company is bound to keep in repair, may bring his action therefor against both such company and the town, city, or borough which is bound to keep such highway in repair, and any judgment recovered in such action shall run against both of such defendants. Such company shall, however, pay such judgment and save the other defendant harmless therefrom, unless the court, or the jury, if the case is tried to the jury, before whom the action is tried, shall find that such defect was due in whole, or in part, to the negligence of such city, town, or borough, in which case the court or the jury shall find and adjudge how much of the judgment shall be paid by the municipality without reimbursement from such company. The fact that such company has kept its part of the highway in repair to the satisfaction of the municipal authorities shall not operate to shift the responsibility for injuries occurring by reason of defects therein from such company to the municipality.

1863.
Rev. 1888, §3597.
1893, ch. 169, §9.

§ 3839. Municipal liability limited; lien. Such town, city, or borough shall not be liable for the payment of any judg-

1893, ch. 169, §10.

ment which, under § 3838, should be paid by the railway company, unless, within sixty days after the rendition of such judgment, demand shall be made upon such town, city, or borough for such payment upon a lawful execution. If any town, city, or borough shall be compelled to pay any portion of any such judgment, the first selectman of such town, the mayor of such city, or the warden of such borough, shall, within thirty days after such payment, file for record, in the office of the town clerk of the town within which such highway is situated, a certificate showing the court by which such judgment was rendered, the date of such judgment, the amount paid by such town, city, or borough, and that such town, city, or borough, claims a lien upon the tracks, fixtures, and other property of such company situated in such town, city, or borough, for the payment of such sum with lawful interest. Such sum and interest shall thereupon become a lien upon all the tracks, fixtures, and property of such company situated in such town, city, or borough, and shall take precedence of all other incumbrances, and may be enforced and collected in the same manner as tax liens.

1893, ch. 169, §7.
See §3845.

§ 3840. Transportation of merchandise. Every such company may transport both persons and property, but in the transportation of property, other than such small packages and baggage as are carried by passengers, shall be subject at all times to such regulations as may be prescribed by the superior court or any judge thereof, upon the application of such company or of any person interested in such transportation, or of any town, city, or borough in which such railway is located, upon such notice as said court or judge shall deem reasonable. Any orders made by said court or judge may extend to and control such traffic over the whole line of such company, whether the same be in one county or in more than one, or may be confined to any part of such railway, in the discretion of said court or judge; and any order so made may, upon a subsequent application by such company or any person interested, or by any such town, city, or borough, be modified or rescinded by said court or judge, upon such notice as said court or judge may direct.

1909, ch. 208.

Taxation of corporations doing an express business wholly on lines of electric railway. Section one of chapter 264 of the public acts of 1905 as amended by chapter 268 of the public acts of 1907 is hereby amended to read as follows:

Every corporation, person, or partnership conducting an express business wholly on lines of electric railways within this state, shall annually, within the first ten days of October, deliver to the tax commissioner a statement, sworn to by such person, or, in case of a corporation or partnership, by its treasurer or other accredited officer or agent, showing the gross receipts of said corporation, person, or partnership for its express business conducted wholly on the lines of electric or street railways within this state during the year preceding the first day of July then last past; and each such corporation, person, or partnership shall annually, within the first twenty days of October, pay to the state two per centum of such gross receipts, which sum shall be in lieu of all other taxes upon the property of such corporation, person, or partnership used in the conduct of such express business.

§ 3842. Cars to stop at drawbridge; penalty. All cars of any street railway company shall be brought to a full stop at a distance of not less than one hundred and fifty feet, nor more than two hundred feet, from the draw in every drawbridge upon the line of its road over which such cars are to run, before being run upon or over such draw, and such cars shall remain at a full stop until such draw is closed and securely fastened. Every person directing or operating any street railway car, who shall violate the provisions of this section, shall be fined not more than one hundred dollars or be imprisoned not more than three months; and the president and directors of any street railway company, who shall knowingly permit any violation of the provisions of this section, shall be fined five hundred dollars.

1901, ch. 127.

§ 3843. Appeal by adjoining owner. Whenever the warden and burgesses of any borough, the mayor and common council of any city, or the selectmen of any town, shall determine the location of the track of any street railway as to grade or the center line of the highway through which the same passes, any owner of land fronting on such highway, aggrieved by the location of said track or tracks as to grade or the center line of the highway in front of the premises owned by him, may appeal to the railroad commissioners from the decision, direction, or order locating such track or tracks, within thirty days after the making of said decision, direction, or order. Said appeal shall

1895, ch. 263, §2.
1901, ch. 156, §6.

be taken in the same manner and proceeded with in all respects as provided for in § 3832 for appeals of street railway companies, except that said commissioners shall order a notice to be given to the street railway company similar to that required in said section to be given to municipal authorities.

1893, ch. 169, §13.
1897, ch. 105.

§ 3844. Company may purchase land for layout. Any street railway company organized under the laws of this state, with power to build and operate its railway in any highway, shall have power to purchase land, to enable such company, in the building and operation of its railway, to avoid heavy or inconvenient grades, or to render the operation of such railway more feasible and advantageous; and may construct and operate its railway over land so purchased; *provided*, that such company shall not by so doing substantially change the course and direction of its railway.

1909, ch. 101.

Railroad may make alterations for public safety. Whenever any street railway is located and constructed in part on private way, upon the written petition of the selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough in which such private way is situated, or of the company owning or operating such railway, the railroad commissioners, after reasonable notice of the time and place of hearing thereon shall have been given to the petitioners, the company, and the persons interested in the land adjoining such private way, shall find that public safety and convenience require an alteration in such location, the company owning such railway may so far alter such location as to change the radius of its curves, the width of its layout, its slopes and embankments, may straighten and improve its lines and extend its lines of sight, and, with the written approval of said commissioners prescribing the extent, may take land for such purposes in the manner provided in section 3687 of the general statutes.

1897, ch. 37.

§ 3845. Passenger car regulations. All such companies may make and enforce reasonable regulations concerning the kind and size of packages and baggage which may be brought into passenger cars, concerning the use of seats and passageways in cars.

Cars equipped with air brakes to be provided with seat or stool, when running outside of the limits of a city or borough. Exception. § 1. Every company owning or operating a street railway in this state shall cause each of its cars having an air brake, and when running outside the territorial limits of any city or borough, to be provided with a seat or stool for the use of the motorman operating such car or the person having the motive power of the same under control; provided, that the railroad commissioners may exempt from the provisions of this act any line or parts of a line, or any cars of such a company if, after public hearing, they shall find that the presence of such seats upon such line, parts of line, or cars would endanger or inconvenience any person or persons traveling or being legally upon such lines or cars.

1909, ch. 237.

Penalty. § 2. Any company owning or operating any such car which shall neglect or refuse to cause the same to be provided with a seat or stool for the use of the motorman operating the same or the person having the motive power of such car under control, shall forfeit to the state twenty-five dollars for each day of such neglect or refusal.

§ 3. This act shall take effect October 1, 1909.

Facilities for travel on connecting railways. § 1. Every company owning or operating a street railway shall so operate such railway and run its cars thereon as to afford reasonable facilities for passengers and for receiving passengers from and delivering passengers to other street railways connecting with such railway.

1907, ch. 225.

Powers of railroad commissioners. § 2. The selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough, claiming to be aggrieved by the neglect or refusal of any such company or companies operating street railways within the limits of such town, city, or borough to comply with the provisions of section one of this act, may bring a petition in writing to the railroad commissioners alleging such neglect or refusal. Said commissioners shall thereupon appoint a time and place for hearing such petition and give reasonable notice thereof to the petitioner and to such company or companies. After such hearing the commissioners shall make such orders as they deem reasonable and equitable and shall communicate their decision to the petitioner and to such company or companies within twenty days after

final hearing. Every such company failing to comply with such order within ten days after receiving notice of such decision shall forfeit fifty dollars to the state for each thirty days of such noncompliance after the expiration of said ten days.

§ 3. This act shall take effect from its passage.

1893, ch. 169, §8.
1897, ch. 243.

§ 3846. **Building of parallel roads regulated.** No street railway shall be built or extended from one town to another in the highway so as to parallel any other street railway or any railroad, unless authorized by special charter prior to January first, 1893, or by the superior court or a judge thereof, after an application and finding in the manner hereinafter provided, that public convenience and necessity require the building of such railway, nor shall any street railway be built or extended under the provisions of any charter or amendment of a charter granted after the close of the session of the general assembly of 1897, so as to parallel any other street railway in any town, or any railroad in any town except within the limits of a city, until the company desiring to build or extend its railway shall have applied to the superior court or a judge thereof, and obtained, in the manner hereinafter provided, a finding that public convenience and necessity require the construction of such railway. Any company intending to build or extend such railway shall make an application to the superior court or a judge thereof for a finding that public convenience and necessity require the construction of such railway; and such court or judge shall thereupon fix a time and place to hear such application, and shall cause notice to be served, at least twelve days before the day of hearing, upon any railroad company or companies and any street railway company or companies that may be affected by the construction of such road, and upon the selectmen of any town, the mayor of any city, or the warden and burgesses of any borough within whose limits it is proposed to build such railway. Such court or judge shall hear the parties and determine whether public convenience and necessity require the construction of such railway, in whole or in part, and the decision of such court or judge shall be final and conclusive upon the parties.

§ 3846. Parallel railway partly within and partly without highway is affected by this section. 69 C. 47. Financial ability of company to build railway properly considered in determining public necessity; decision of court or judge final, unless jurisdiction is exceeded or essentials of procedure violated. 69 C. 626.

§ 3847. Maps of railways. Penalty. Every company owning or operating a street railway, wholly or in part within the limits of this state, shall, on or before the first day of November in each year, file in the office of the railroad commissioners a map or plan of all railways constructed by it during the year ending on the fifteenth day of October next preceding. Said map or plan shall be drawn upon sheets of the state topographical map of Connecticut, or, if required by said commissioners, upon such other map as they shall designate; and the single track lines operated by such company shall be shown thereon by black lines, and double track lines operated shall be shown by red lines. Said maps or plans shall in all cases be drawn to the approval of said commissioners, and they shall furnish the sheets of said state topographical map at cost to any person applying for the same. The railroad commissioners shall make or cause to be made a general map or atlas of the state from the maps or plans required to be filed by said companies as aforesaid, showing thereon all street railway lines as the same shall appear upon the maps or plans so filed, and shall, from time to time, revise such map or atlas so that it shall show all lines of street railway in operation in this state. Such map or atlas shall be kept in the office of the commissioners. Every corporation violating the provisions of this section shall forfeit to the state fifty dollars for each such violation.

1901, ch. 67.

Approved, April 5, 1905.

§ 3849. Rights of trustees and others after foreclosure. When the trustees for any mortgage bondholders of any such company shall take possession of the property of the same under a decree of foreclosure, or when the mortgage bondholders shall take possession either as such bondholders or as stockholders, upon a reorganization of such company, such trustees, bondholders, or stockholders shall succeed to and enjoy all the rights, privileges, immunities, and franchises that were or might have been enjoyed by the original stockholders or company.

1876.
Rev. 1888, §3603.

§ 3850. Court may order sale. When the trustees for any mortgage bondholders of any such company shall take possession of its property under a decree of foreclosure, and all the rights, privileges, immunities, and franchises shall have become vested thereby in the trustees, as provided by § 3849, the court in which such foreclosure is pending may authorize and empower such trustees, or their lawful agent, to sell and convey, all and

1839, ch.2, §§1, 2.

singular, the said property, rights, privileges, immunities, and franchises which were or might have been enjoyed by the original stockholders or corporation, in such manner as said court may order; and by virtue of the mortgage of all the property of such corporation and of such foreclosure and sale, the said property, rights, privileges, immunities, and franchises, all and singular, shall pass to and become vested in the purchaser or purchasers of said property, who shall have full power to reorganize such corporation.

1889, ch. 2, §3.

§ 3851. Rights and liabilities of reorganized corporation. The capital stock and the par value of the shares of such reorganized corporation shall be the same as authorized in the original stockholders or corporation, and shall be subject in all shall succeed to and enjoy all the rights, privileges, immunities, and franchises which were or might have been enjoyed by the original stockholders or corporation, and shall be subject in all respects to the provisions of said act and any amendments thereto.

1889, ch. 2, §§4, 5.

§ 3852. Certificate of reorganization to be filed. Within thirty days after the date of such reorganization, the persons so reorganizing such corporation, their grantees or assigns, or a majority of them, shall file in the office of the secretary of state a certificate under their hands and seals, duly acknowledged, setting forth: the name of the corporation whose rights, privileges, and franchises have been acquired, and referring to the acts of the general assembly under which the original organization was and the reorganization has been made; the name of the court by authority of which said sale was made; and the date of the judgment or decree; the amount of the capital stock, and the number of shares into which the same has been divided; the owners of such shares at the date of filing said certificate, and the names and residences of the directors of such reorganized corporation. In case such certificate shall not be filed in manner and form as aforesaid, said proceedings for reorganization shall be void.

1893, ch. 169, §16.

§ 3853. Use of tracks by another company. When two or more street railway companies are operating in the same city or town, upon application of any one of such companies, the superior court or any judge thereof may, in its or his discretion, whenever public convenience and necessity require, authorize

such company to run its cars over the tracks of any other of such companies for a distance not exceeding one-half mile; and in case the only approach to any city or town upon a particular side is by means of a bridge or causeway, or both, for a greater distance than one-half mile, such court or judge may authorize any suburban railway company whose railway approaches such city or town upon such side, to use the tracks of any other company crossing such bridge or causeway, or both, from the place where such railways meet to some central point in such city or town, upon such terms as to manner of use, and upon the payment of such compensation, as such court or judge may deem just; and such court or judge may change or revoke such authorization upon the application of either company. No such company shall be allowed to use the tracks of another company, unless the length of track actually owned and operated by the first company exceeds the length of track to be so used.

§ 3854. Directors to be residents of state. A majority of the directors of every company operating a street railway in this state shall be residents of this state. 1893, ch. 169, § 18.

§ 3855. Steam not to be used. No street railway company shall use steam for motive power. 1864.
Rev. 1888, § 3594.

§ 3856. Removal of snow regulated. No such company, having a track in any highway within the corporate limits of any city, shall remove snow from said track, if it is of sufficient depth to allow vehicles to pass over the road on runners, without the written consent of the mayor of the city. 1861.
Rev. 1888, § 3599.

§ 3857. Removal of snow from tracks in New Haven and Fairfield counties. Any such company having a track in New Haven or Fairfield county may remove snow from it; but the authorities having control of the highways on which any such track is shall determine the manner in which such removal shall be made. When the snow shall be removed from any part of the track by carting, the city or borough, if any, otherwise the town, in which such part lies, shall pay half of the expense thereof to such company. 1874.
Rev. 1888, § 3600.

§ 3858. Disposition of snow regulated. No street railway company shall allow any snow so removed from its tracks to 1874.
Rev. 1888, § 3601.

be placed upon any sidewalk or paved gutter, or where it obstructs or endangers public travel.

1861.
Rev. 1888, §3602.

§ 3859. Articles of decomposing nature not to be used to melt snow. No such company shall sprinkle any article of a decomposing nature on its tracks, or wash them with brine or pickle, for the purpose of melting the snow thereon, without written permission from the first selectman of the town, the mayor of the city, or the warden of the borough in which such track is located.

1861.
Rev. 1888, §3604.

§ 3860. Penalty for wrongful use of tracks. Every person who shall, without the consent of such company, use upon any street railway any vehicle with running gear fitted for the track of such road, and different from vehicles ordinarily used on highways, for the purpose of conveying passengers for hire upon the track of such road, shall be fined not more than one hundred dollars, or imprisoned not more than three months, or both.

1893, ch. 169,
§§12, 13.

§ 3861. Application of chapter restricted. Highway includes bridge. The provisions of this chapter relating to the powers of municipal authorities over street railways shall apply only to such portions of such railways as are constructed upon, over, or through any highway. The term highway, as used in this chapter, includes and covers the terms street and bridge.

1839, ch. 168.
1893, ch. 208.
1895, ch. 2.

§ 3862. Grade crossings prohibited. No electric, cable, or horse railway shall be constructed across the tracks of any steam railroad at grade.

1895, ch. 223, §1.
1901, ch. 166, §1.

§ 3863. Removal of grade crossing. Any street railway company which has power to lay its tracks in any highway which crosses a steam railroad at grade, but has no power to lay its tracks across the track of such steam railroad at grade in such highway, or any street railway company whose tracks cross the track of a steam railroad in the highway at grade, may bring its petition for the removal of such crossing in the manner specified in § 3713 for municipal authorities, and the railroad commissioners shall proceed upon such petition in the same manner and with the same powers as provided in § 3713 in the case of petitions brought by such municipal authorities.

§ 3862. Held not to repeal charter right to cross steam road at grade.
65 C. 410.

§ 3864. Commissioners may apportion expenses. In proceedings taken under any of the provisions of §§ 3713, 3714, and 3716, or of §§ 3863, 3865, and this section, if any changes or removals shall be ordered, the railroad commissioners, or the superior court on appeal, may order such amount as they deem proper of the whole expense of such changes or removals to be paid by any street railway company coming under the description of § 3863; *provided*, that in case any such street railway company shall not be the petitioner, and furthermore, shall not have laid its tracks in the highway on both sides of the track of the steam railroad crossed by such highway, said commissioners, or the superior court on appeal, shall order said expense to be paid in the first instance by other parties to the proceedings before them, and shall order such street railway company to pay, in the manner and the proportion to be designated, to the parties paying said expense in the first instance, such amount of said expense, to be assessed in said order, as they shall deem proper, whenever such company shall lay its tracks at such crossings across, over, or under the tracks of such steam railroad. Such street railway company shall not commence to build its railway across, over, or under the tracks of the steam railroad at such crossing, until it shall have paid such amount in accordance with said order. No greater proportion of said expense shall be ordered to be paid by any town, city, or borough, under the authority of §§ 3863, 3865, and this section, than the proportion named in §§ 3713 and 3714.

1895, ch. 223, §2.
1901, ch. 166, §2.

§ 3865. Appeal. The provisions of § 3747 in relation to appeals shall apply to any decision of the railroad commissioners under the authority of §§ 3863 and 3864. Any street railway company coming within the description of any clause of § 3863 shall be made a party to any proceeding before the railroad commissioners, or before the superior court on appeal, for the change or alteration of any highway crossing a steam railroad at grade, or for the removal of such grade crossing, upon motion of any party to such proceeding.

1895, ch. 223, §3.
1901, ch. 166, §3.

§ 3866. Commissioners to prescribe manner of crossing. When the tracks of any street railway and of any steam railroad legally cross at grade, the railroad commissioners, upon the written application of the corporation or person operating

1895, ch. 332, §§1
2.

such street railway or such steam railroad, may, in case said parties cannot agree, order such crossing to be made by means of frogs of such kind as the commissioners shall require. Such orders shall be made after reasonable notice to both parties to appear and be heard, and shall prescribe the time within which, and by whom, and in what manner, such order shall be executed. The commissioners may, from time to time, upon notice as aforesaid, make further orders as to the repair, renewal, and maintenance of such crossing. When the railroad commissioners deem that public safety requires, they may, without application to them, make and cause to be executed such orders regarding grade crossings of street railways and steam railroads as are provided for in this section.

1895, ch. 332, §§3,
4.

§ 3867. Payment of expense. Mandamus. The expense caused by the execution of such order or orders shall be paid by the corporation or person operating the railroad or railway last constructed at such crossing, and such corporation or person shall also maintain the same. Any such order may be enforced by mandamus, and the cost of such mandamus proceedings shall be taxed against the party refusing to obey such order.

1895. ch. 120.

§ 3868. Maintenance of plank on bridge. Where any street railway is constructed upon a highway bridge over the tracks of any steam railroad, the company owning such street railway shall keep in repair so much of the planking of such bridge as is included within its tracks, and the planking upon the space between its tracks.

1902, ch. 233.

Railroad to repair highway bridges, where its operation has made such bridges unsafe. § 1. Whenever any highway bridge, over which a street railway is operated, shall become unsafe for public travel, the company operating such railway shall pay the whole expense of repairing, strengthening, or reconstructing such bridge if such bridge would be safe for public travel if such railway were not operated over it. But if such bridge would be unsafe for public travel, if such railway were not operated over it, then so much of the expense of repairing, strengthening, or reconstructing such bridge shall be paid by such railway as may be equitable. In the event of any

disagreement between such railway company and the town or towns bound by law to maintain such bridge as to the necessity of repair or reconstruction, or as to the character of such repair or reconstruction, or as to the apportionment of the expense thereof, the railroad commissioners, upon application of any party in interest and after due hearing, shall, subject to the provisions of section 3832 of the general statutes, make such orders as they shall deem necessary in the interest of public safety for the repair, strengthening, or reconstruction of such bridge, and shall determine, in accordance with the principle herein stated, what portion of the expense thereof shall be borne by such railway company.

Provisions not to excuse noncompliance with its charter, or the charter of city, or borough, or the statute law of the state. § 2. Nothing herein contained shall be construed to excuse any railway company from the duty of repairing or maintaining bridges imposed upon it by its charter, or the charter of any city or borough, or relieve said railway company from the obligation imposed by sections 3719, 3740, and 3868 of the general statutes.

§ 3869. Commissioners may order platforms to be inclosed. When the railroad commissioners deem it necessary, in the interests of the public, or of the employees concerned, that the platforms of any or all of the cars operated by any street railway company should be protected by gates or vestibules, or that fenders should be placed upon such cars, said commissioners may order the company operating such cars to inclose the platforms thereon with gates or vestibules, or both, or to place fenders upon such cars, of such kind and in such manner as they may deem necessary and proper, first giving such company reasonable notice to appear and be heard, and may, after similar notice, modify or revoke any such order. The commissioners shall have sole and exclusive jurisdiction over the inclosing of such platforms and the placing of fenders on such cars; but nothing in this section shall prevent any such company from inclosing its platforms or placing fenders on its cars without such order.

1895, ch. 221, §2.
1897, ch. 241, §1.

§ 3870. Penalty. Any company operating such car or cars which shall neglect or refuse to comply with any order re-

1897, ch. 241, §2.

§ 3870. Repeals all inconsistent provisions of municipal charters and ordinances. 67 C. 216.

lating to platforms made pursuant to § 3869 shall forfeit to the state twenty-five dollars for each day of such neglect or refusal.

1909, ch. 92.

Railroad commissioners may order street cars to be equipped with air brakes. § 1. Whenever the railroad commissioners deem it necessary, in the interests of the public, that any or all of the cars operated by any street railway company upon any highway in this state shall be equipped with air brakes or other sufficient brakes, said railroad commissioners may order the company operating such cars to equip such cars with brakes, operated by air or otherwise, of such kind and in such manner as said railroad commissioners may deem necessary and proper, first giving such company reasonable notice to appear and be heard, and may, after similar notice, alter, modify, or revoke any such order.

Penalty. §2. Any company operating such car or cars which shall neglect or refuse to comply with any order relating to brakes made pursuant to the provisions of section one of this act shall forfeit to the state twenty-five dollars for each day of such neglect or refusal.

1895, ch. 321, §1.

§ 3871. Guard rails on bridges. Where the tracks of any street railway company cross any bridge or causeway, the railroad commissioners shall have the same powers with reference to the placing of guard rails thereon as are provided in § 3896 for the placing of guard rails on the bridges of steam railroads.

1865.
Rev. 1888, §3605.
1893, ch.169, §14.
1895, ch. 192.
1897, ch. 156, §1.

§ 3872. Returns to commissioners. All companies, trustees, or receivers operating street railways in this state shall, on or before the fifteenth day of September in each year, make a return to the railroad commissioners in such form as they shall prescribe. Such form shall substantially follow the form required by the interstate commerce commission for steam railroads, so far as such form is applicable to the business and affairs of street railway companies, with such additional matters as shall render said return as complete, as to the business, property, and affairs of such companies, as the return required from steam railroad companies under the provisions of § 3819. Said return shall be for the fiscal year ending the thirtieth day of June next preceding, and shall be signed and sworn to by the president and treasurer of the company or by a majority of the trustees or receivers making the same. The commissioners shall annually,

on or before said thirtieth day of June, furnish such companies, trustees, or receivers with duplicate blank forms which shall conform to the requirements of this section. The provisions of §§ 3820 and 3821 shall apply to street railway companies. Said returns shall be published annually by the commissioners in their report, and the expense of such publication shall be paid in the manner provided by § 3882.

§ 3873. Penalty for neglect to make returns. Every company whose president and treasurer or trustees or receivers shall refuse or neglect to make such returns shall forfeit to the state twenty-five dollars for each day of such neglect or refusal, and the commissioners shall report such forfeiture to the state treasurer. The books of every such company shall at all times be open to the inspection of any committee of the general assembly appointed to make such inspection.

1865.
Rev. 1888, §3605.
1893, ch. 169, §14.
1895, ch. 192.
1897, ch. 156, §1.

§ 3874. Apportionment of cost. Forfeiture. Every such company which has not apportioned the cost of its road, equipment, and permanent improvements strictly according to the form prescribed pursuant to § 3873 by the railroad commissioners under the head of "cost of road, equipment, and permanent improvements," shall cause such apportionment to be made, if the same be practicable, to the approval of said commissioners, in the annual returns hereafter filed by such company. In case any such company has built or shall hereafter build its road or any portion thereof by contract, or has purchased or shall purchase its road or any portion thereof already constructed, such company shall cause the contract or purchase price thereof to be apportioned as above provided, if such contract for building or agreement to purchase is so apportioned. Every such company failing to comply with the provisions of this section shall forfeit to the state one thousand dollars.

1897, ch. 209.

§ 3875. Sunday laws not applicable to electric cars. No law affecting travel, business, or labor on Sunday, or the operation on Sunday of any railroad or railway, shall apply to any railroad company or street railway company so as to prohibit or limit the operation on Sunday of electric cars.

1899, ch. 68.

§ 3875. A street railway company is liable for negligence resulting in injury to passenger riding for pleasure on Sunday. 66 C. 272.

1903, ch. 85.

§ 1. Title by adverse possession not acquired to land used by electric railway company. If any person shall take into his enclosure any part of land belonging to a railway company within the limits of which said company has located an electric railway, or shall erect any building upon any part of such land, said person shall not by adverse possession acquire any title to the land so enclosed or built upon.

§ 2. This act shall take effect from its passage.

1907, ch. 223.

Certificate of merger to be filed with secretary. Whenever any railroad or railway company, pursuant to any authority contained in its charter, shall have acquired any of the franchises of any other corporation or consolidated or merged with or in any other corporation, such railroad or railway company shall, upon consummation of such acquisition, consolidation, or merger, file with the secretary of the state a certificate, signed and sworn to by its president or its secretary, setting forth the fact of such acquisition, consolidation, or merger and, in case of consolidation or merger, the name of the consolidated corporation.

CHAPTER 218.

Railroad Commissioners.

1853, 1858, 1865,
1874, 1877, 1887.
Rev. 1888, §3413.

§ 3876. Appointment. There shall be three railroad commissioners. The governor shall, within sixty days from the organization of the general assembly at its regular session in 1903, and within sixty days from the organization of said assembly at its regular session quadrennially thereafter, nominate, and with the advice and consent of the senate appoint, one railroad commissioner, and shall within sixty days from the organization of said assembly at its regular session in 1905, and within sixty days from the organization of said assembly at its regular session quadrennially thereafter, nominate, and with the advice and consent of the senate appoint, two railroad commissioners.

§ 3877. Term of office. The commissioners so appointed shall hold their respective offices for four years from the first day of July next succeeding their respective appointments. The senate shall act on all such nominations within ten days after they are made. If the governor shall fail to nominate, within the sixty days prescribed, a person or persons for railroad com-

missioner or commissioners who shall be confirmed by the senate, the general assembly shall fill the vacancy or vacancies which would otherwise occur.

§ 3878. Qualifications of commissioners. One of the commissioners shall be a lawyer in good standing in his profession, and of at least ten years' practice; one shall be a capable and experienced civil engineer, of at least ten years' practice; and the remaining commissioner shall be a practical business man; and they shall constitute the board of railroad commissioners. No stockholder or agent of any railroad or street railway company shall be a commissioner. 1877.
Rev. 1888, §3414.

§ 3879. Vacancies how filled. If any vacancy occurs in said board at a time when the general assembly is not in session, the governor shall appoint a commissioner to fill such vacancy until the rising of the next session of the general assembly. All other vacancies shall be filled for the remainder of their respective terms in the manner provided in § 3877. 1877.
Rev. 1888, §3415.

§ 3880. Clerk and office. The commissioners shall appoint a clerk. The comptroller shall furnish them an office in the capitol, which they shall keep open during the usual business hours, and they shall keep their records there. 1871, 1874, 1877.
Rev. 1888, §3416.

§ 3881. Records. Employment of experts. The commissioners shall keep a record of all communications addressed to them officially, of all their official acts and proceedings, and of all facts learned in relation to any casualty, with the names of the persons from whom such facts were obtained or by whom they may be proved. Said commissioners may when necessary employ an electrical engineer and other experts and agents. 1877.
Rev. 1888, §3417.
1901, ch.156, §13.

§ 3882. Payment of commissioners. The office expenses, salaries, and traveling and incidental expenses of the commissioners shall be paid monthly from the treasury of the state, and in July of each year the whole amount so paid during the year ending the fourth of July shall be apportioned by the comptroller among the several companies, trustees, receivers, assignees, lessees, or other parties operating railroads and street railways in the state in proportion to the respective valuations of their property made and corrected for the purposes of taxation during the year next preceding, under the provisions of § 2424, who shall 1877.
Rev. 1888, §3418
1901, ch.156, §13.

pay to the treasurer the amount so apportioned to them respectively.

1853.
Rev. 1888, §3419.
1901, ch.156, §14.

§ 3883. Commissioners to have free passage. The commissioners shall have the right to pass free of charge, in the performance of their duties, on all railroads and street railways in the state, and to take with them any person in their official employment.

1874.
Rev. 1888, §3423.

§ 3884. General duties. The commissioners may at any time, and on the complaint in writing of five of the stockholders or creditors of any railroad company assigning sufficient reason shall, examine the railroad of such company and all its appurtenances, engines, and cars, and its by-laws and rules; and in such examination shall pass over the road at a rate not exceeding six miles an hour, shall stop at each culvert, bridge, and piling, and examine the same, and shall examine the rails and ties in every mile, after notifying the company in writing of the time of such examination. They shall notify the company to make all repairs required within a time limited; shall make such rules as to platforms and outbuildings at stations as are for the public interest; may prescribe the time during which any ticket office shall be open for the sale of tickets, and no company neglecting to comply with such order shall receive more than the regular ticket price for fare; shall make necessary orders for compelling companies to furnish comfortable seats for passengers, and for regulating the manner in which companies shall manage their engines and cars at highway crossings; shall direct that suitable warning boards be put up at dangerous crossings; may require companies to maintain a gate across a highway at any crossing, and to provide an agent to open or close the same; shall, when two roads meet or intersect, at the request of the directors of the company owning either, prescribe rules relative to the exchange of passengers and baggage; and shall cause printed copies of §§ 3783 and 3784 to be kept posted up at all railroad stations, and may cause any other portion of the law relating to railroads to be posted as they may direct.

1849.
Rev. 1888, §3420.

§ 3885. Notices concerning layout and real estate. Before the commissioners shall approve the layout of any rail-

§ 3884. Railroad commissioners have no powers of arbitration, and cannot render conditional judgments. 41 C. 355. Their duties are administrative rather than judicial. 43 C. 382.

road, or the taking of any real estate for the purposes of such road, or any change or alteration of the same, they shall give reasonable notice to all persons having an interest in such real estate to attend and be heard; and the appraisers shall cause a like notice to be given to all persons interested in such real estate. If any such person resides out of this state, or is a *feme covert*, infant, or *cestui que trust*, or is *non compos mentis*, any judge of the superior court may prescribe the notice to be given to such person.

§ 3886. Road not to be opened without certificate of commissioners. No part of any railroad or street railway shall be opened for public travel unless the company operating such railroad or street railway shall first obtain a certificate signed by the commissioners that it is in a suitable and safe condition.

1856.
Rev. 1888, §3421.
1901, ch. 156, §1.

§ 3887. Commissioners to examine roads. The commissioners shall examine the several railroads and street railways in the state once in each year, and oftener when they deem that public safety so requires, and shall make a like examination of any railroad or street railway within the limits of any town, when so requested in writing by the selectmen of such town or by the authorities having control and supervision of the streets and highways therein, and shall see that such railroads and railways are kept in suitable repair, and that the companies operating them faithfully comply with all provisions of law.

1850, 1856, 1862.
Rev. 1888, §3422.
1901, ch. 156, §2.

§ 3888. May order gates, flagmen, and signals. Penalty. The commissioners, when requested in writing, by the selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough, to order a gate or electric signal to be erected, or a flagman to be stationed at any railroad crossing within such town, city, or borough, shall visit such place, first giving the authorities making such request, and the company operating the road, reasonable notice thereof; and if they find that public safety requires it, shall order such company to maintain a gate or electric signal, or to keep a flagman at such place, or to do any other act necessary for the protection of the public, and may specify when such gate shall be opened and closed, or when a flagman shall be on duty, and may change any such order when they deem it necessary, first visit-

1884.
Rev. 1888, §3424.

§ 3888. Unless ordered by commissioners, only such safeguards as the statute requires need be furnished. 57 C. 23.

ing the town, city, or borough in which such crossing is located, and there giving the authorities thereof and such company an opportunity to be heard. If any such company shall neglect to station flagmen or maintain gates or electric signals as ordered by the commissioners, or shall neglect to comply with any order of the commissioners made pursuant to this section, it shall forfeit to the state fifty dollars for each day of such neglect.

1883, 1884.
Rev. 1888, §3425.
1889, ch. 216.

§ 3889. Notice of decision. Appeal. When the commissioners, on application as provided in § 3888, shall make or refuse to make an order, their decision shall be communicated to the parties in interest within thirty days from the final hearing, and any party aggrieved by such decision may appeal therefrom to the superior court in the manner provided for appeals in § 3747 and with like effect. In all cases in which, on appeal as aforesaid, an order shall be passed by the superior court, said court may, at any time upon the application of any party, with due notice to adverse parties, annul or vary such order; *provided*, that said court shall find that there has been a change of circumstances surrounding such crossing.

1907, ch. 248.

Order for heating and lighting cars. Section 3890 of the general statutes is hereby amended to read as follows: The commissioners may make all orders which shall seem to them to be required by public safety, relating to heating and lighting passenger cars.

1884.
Rev. 1888, §3492.

§ 3891. Use of highway for switching restricted. The commissioners may forbid any railroad company to use for switching purposes or standing trains such portion of its tracks upon or across any highway as in their opinion public convenience requires should not be so used; and they may limit the number of tracks which a company may lay upon or across a highway for side tracks or switching purposes, and may order any such company to remove such of the side tracks or switching tracks now laid upon or across any highway as the commissioners may deem public convenience or safety requires should be removed.

1884.
Rev. 1888, §3493.

§ 3892. Use for switching regulated on petition; appeal. Said commissioners, when requested in writing by the selectmen of any town, the mayor of any city, or the warden of any borough, to forbid the use for switching purposes of the

tracks of any company where the same cross any highway within such town, city, or borough, shall visit such crossing, first giving reasonable notice to the authorities making such request and to such company, and, if they find that public convenience requires, shall order the company operating such railroad not to use the same, or such part thereof as may be specified in said order, for switching purposes, and may make any order regulating such switching that they shall deem proper; and, upon like application and notice, shall make such orders in regard to the laying of side tracks or tracks for switching purposes upon or across such highways, or for the removal of such tracks already laid, as they may judge proper. The commissioners may change any such order, after giving such town, city, or borough, and such company an opportunity to be heard. When the commissioners, on application as aforesaid, shall make or refuse to make an order, their decision shall be communicated to the parties in interest within twenty days from the final hearing, and any party aggrieved by such decision may appeal to the superior court in the manner provided for appeals in § 3747, and with like effect. The superior court may upon application of any party, with due notice to adverse parties, amend or change any order passed as aforesaid.

§ 3893. General orders regarding crossings. Penalty. The commissioners may make orders for the regulation of the speed at which locomotives and cars shall cross highways, and generally may make all orders which they deem necessary or proper to prevent inconvenience to the public relating to the crossing or obstruction of highways by locomotives and cars. Every company which shall violate any such order shall forfeit to the state fifty dollars for each day of such violation.

1883.
Rev. 1888, §3498.

§ 3894. Speed of trains in cities and boroughs. The power to regulate the speed of railroad trains within the limits of cities and boroughs shall be vested exclusively in the board of railroad commissioners.

1895, ch. 133.

§ 3895. Recommendations by commissioners. The commissioners shall, from time to time, recommend to the several companies operating steam railroads and street railways in this state, or to any of them, the adoption of such measures and regulations as such commissioners deem conducive to the public

1853.
Rev. 1888, §3426.
1901, ch. 156, §9.

safety or interest; and shall report to the next general assembly any neglect on the part of any such company to comply with any such recommendation.

1878.
Rev. 1888, §§3427,
3428.

§ 3896. Guard rails on bridges. Penalty. When the commissioners shall deem it necessary for the safety of persons traveling upon any railroad in this state that guard rails or any other appliances to secure safety should be placed upon any bridge used by the company operating such railroad, the commissioners may order such company to place such guards upon such bridge as they may deem necessary and proper. Every such company which shall neglect or refuse to comply with such order shall forfeit to the state twenty-five dollars for each day of such neglect or refusal.

1853.
Rev. 1888, §3429.

§ 3897. When officers or company may be enjoined. If, upon examination of any railroad or the affairs of any railroad company, the commissioners shall be of opinion that such road is in such condition, or that the affairs of such company are so conducted, as to endanger public safety, or that the company has violated the law or refused to obey the directions of said commissioners or of the superior court, or any judge thereof, they may within one year after said examination make application to any judge of such court for an injunction to restrain any person from exercising or attempting to exercise the duties of any officer in such company; and such judge may proceed thereon as the superior court may do on complaints for injunctions.

1872, 1881.
Rev. 1888, §§3430,
3431.
1901, ch. 156, §15.

§ 3898. Commissioners may examine witnesses. The commissioners may summon and examine under oath such witnesses as they may think proper in relation to the affairs of any railroad company or street railway company; and whoever shall refuse, without justifiable cause, to appear and testify, or shall in any way obstruct any railroad commissioner in the discharge of his duty shall be fined not more than one thousand dollars, or imprisoned not more than one year, or both. The fees of witnesses summoned by the commissioners to appear before them under the provisions of this section, and the fees for summoning such witnesses, shall be taxed by the commissioners and paid by the state treasurer upon the order of the comptroller.

1853, 1876, 1883.
Rev. 1888, §2432.
1895, ch. 294.
1901, ch. 156, §10.

§ 3899. Commissioners' report. The commissioners shall make an annual report of the general conduct and con-

dition of all railroads and street railways in the state, and of every violation of law by any company owning or operating any such railroad or street railway, and shall embody in their report such suggestions for legislation as they may think proper.

§ 3900. Penalty for disregard of order. When any railroad company fails to comply with any lawful order of the commissioners relating to any highway crossing or portion of a railroad within any town in this state, for which failure no other penalty is provided, such company shall forfeit to the town, within which is situated that portion of the railroad in reference to which the order is made, the sum of one hundred dollars for every such failure, to be recovered in an action to be brought within sixty days after the right of action shall accrue. 1884.
Rev. 1888, §3496.

§ 3901. Recovery of forfeitures to state. All forfeitures, not otherwise provided for, accruing to the state from any railroad company by reason of its neglect or refusal to comply with the orders of the commissioners, shall be recovered by the state treasurer in an action upon the respective statutes providing for such forfeitures. 1884.
Rev. 1888, §3487.

General Penalty.

§ 3902. Penalty. Every person who shall violate any provision of this title, for which no other penalty is prescribed or provision made, shall be fined not more than five hundred dollars. Rev. 1888, §3607.

TITLE THIRTY.— CHAPTER 226.

§ 4034. Deeds of railroad companies. Whenever any railroad company shall make and properly execute a deed in fee simple of any lands, which said company has derived by purchase, said deed shall effectually convey the title to said lands to the absolute use of the grantee. 1875.
Rev. 1888, §2959.

§ 4047. No right to railroad or canal land by adverse possession. If the owner or occupant of any land adjoining any railroad or canal has, since the tenth of June, 1831, taken, or shall take, into his enclosure any part of the land belonging to said railroad or canal, as located and established, or since that time has erected, or shall erect, any building upon any such land, no adverse possession of the land so enclosed or built upon shall confer any title thereto. 1846.
Rev. 1888, §2971.

1905, ch. 1.

Railroad and railway companies. § 1. No length of possession, user, or occupancy of land belonging to a railroad or street railway corporation and used for its corporate purposes shall hereafter create or continue any right in or to such land.

§ 2. No length of possession, user, or occupancy by a railroad or street railway corporation of land belonging to another shall hereafter create or continue any right in or to such land.

TITLE THIRTY. — CHAPTER 230.

1886.
Rev. 1888, §2274.

§ 4068. Use of barbed wire regulated. No barbed wire shall be used within five feet of the ground along any sidewalk or public highway, without the written consent of a majority of the selectmen of the town, the members of the common council of the city, or the warden and burgesses of the borough, in which such sidewalk or highway is situated.

1899, ch. 126.

§ 4069. Barbed wire between adjoining premises. No person or corporation shall use barbed wire in the construction of fences, or have barbed wire upon existing fences, between their own premises and those of an adjoining proprietor, within twenty-five rods of any house or barn belonging to such proprietor, without first obtaining his written consent. Every person or corporation violating any provision of this section shall be fined not more than one hundred dollars.

1889, ch. 143.
1897, ch. 52.

§ 4070. Use of barbed wire prohibited. No barbed wire shall be used in the construction of fences, or retained upon existing fences, connected with or enclosing the grounds of any public school or public building. Every person who shall violate any provision of this section shall be fined not more than one hundred dollars.

TITLE THIRTY-ONE. — CHAPTER 232.

1880.
Rev. 1888, §1968.

§ 4117. Unclaimed damages for land taken to be paid to state treasurer. When land shall be taken for railroad purposes, or for any other use public in its character, and the amount found due by the court as damages for taking said land shall be deposited with a county treasurer for the use of the owner of the land so taken, and such deposit shall not be claimed

and taken by the owner thereof for the term of three years from the time such deposit is made, it shall be the duty of the county treasurer to pay such deposit to the treasurer of the state, to be by him kept for the persons owning the same, their heirs and assigns; and such payment shall be a discharge to said county treasurer of any liability for such deposit.

TITLE THIRTY-TWO. — CHAPTER 233.

§ 4140. Lien on railroad for services or materials in construction. If any person shall have a claim for materials furnished or services rendered for the construction of any railroad, or any of its appurtenances, under any contract with or approved by the corporation owning or managing it, such railroad shall, with its real estate, right of way, material, equipment, rolling stock, and franchises, be subject to the payment of such claim; and said claim shall be a lien on said railroad, railroad property, and franchises, and such lien shall be asserted, perfected, and foreclosed in all respects in accordance with the provisions of §§ 4136, 4137, 4138, and 4139, except that the certificates of the lien and of its discharge shall be filed in the office of the secretary of state, who shall record them in a book kept for that purpose.

1871.
Rev. 1888, §3022.

TITLE FIFTY-SIX. — CHAPTER 283.

§ 4800. Board of civil engineers. The member of the board of railroad commissioners who is a civil engineer, and one civil engineer residing in each congressional district in this state, to be appointed by him, shall constitute a board of civil engineers, and have the supervision of all dams and reservoirs now existing or hereafter constructed in any locality where, by the breaking away of the same, life or property may be in danger.

1878.
Rev. 1888, §3696.

§ 4801. Term of office; fees. The members of said board shall be sworn to faithfully and impartially perform the duties imposed upon them by this chapter, and shall continue in office for the term of two years and until others are appointed in their stead. They shall each receive ten dollars per day and all necessary and reasonable expenses while actually employed.

1878.
Rev. 1888, §3697.

§ 4802. Inspection of dams; notice; expenses. The mayor and aldermen of any city, the warden and burgesses of

1878.
Rev. 1888, §3698.

any borough, or a majority of the selectmen of any town, upon the application of two or more persons or corporations who would suffer loss or damage by the breaking away of any dam or reservoir within said city, borough, or town, shall forthwith inspect the same, and if in their opinion said dam or reservoir is not sufficiently strong and substantial to withstand the action of water under any circumstances which may reasonably be expected to occur, they shall at once notify one or more of the board of civil engineers to inspect the said dam or reservoir with them, and if in the judgment of said engineer said dam or reservoir is unsafe, such municipal authorities shall serve notice on the person owning or having the care and control of the same to place said dam or reservoir in a safe or permanent condition, under the supervision of one of said board of civil engineers; when such repairs are completed and accepted by said civil engineer he shall issue a certificate to said persons owning or controlling the same, and also cause to be recorded upon the records of the town in which said dam is located his doings with a copy of the certificate so issued; but if said engineer shall find said dam or reservoir to be secure and safe, then the expense of such inspection shall be paid by the town in which said dam or reservoir is located.

1878.
Rev. 1888, §3699.

§ 4803. Approval of new dams. Before any person or corporation shall construct a dam or reservoir in a locality where life or property may be endangered through the insufficiency thereof, the plans and specifications for such dam or reservoir shall be submitted to a member of said board of civil engineers, who shall examine the ground where the dam or reservoir is to be built and the plans and specifications therefor; if he approve the same, he shall issue a certificate authorizing the construction of such dam or reservoir. No such dam or reservoir shall be constructed without such approval and certificate.

1878.
Rev. 1888, §3700.

§ 4804. Inspection of work; certificate of approval. The engineer, under whose authority a dam or reservoir is being constructed, shall inspect the work or cause the same to be inspected at least three times before completion; and if he shall be satisfied that such dam or reservoir has been built in a substantial and safe manner, in accordance with the plans and specifications approved by him, and is strong and secure, he shall issue a certificate approving the same, which certificate shall be recorded in the office of the town clerk of the town in which such

dam or reservoir is located. No such dam or reservoir shall be used until such certificate is obtained and recorded.

§ 4805. Compensation. The compensation and expenses of the board of engineers, or any of them, when acting under the provisions of §§ 4802, 4803, or 4804, shall be paid by the person owning or constructing the dam or reservoir. 1878.
Rev. 1888, §3701.

§ 4806. Penalty. Every person who shall build any dam or reservoir except in compliance with the provisions of this chapter, or shall use a dam or reservoir when constructed before he shall have obtained a certificate as provided in § 4804, shall forfeit five hundred dollars for the use of the state. Any person constructing a dam or reservoir, or using any such dam or reservoir when constructed without complying with the provisions of §§ 4803 and 4804, may be enjoined from constructing or using any such dam or reservoir. 1878.
Rev. 1888, §3702.
1892, ch. 213.

§ 4807. State's attorney to sue for penalty. The state's attorney of the county in which such dam or reservoir may be located, upon the complaint of any engineer designated under the provisions of this chapter shall institute an action to recover such forfeiture and to enjoin the construction and use of such dam or reservoir. The superior court may render all judgments necessary to carry into effect the provisions of this chapter. 1878.
Rev. 1888, §3702.
1893, ch. 213.

Provisions of chapter 283 not applicable to certain ice ponds and fish ponds. The provisions of chapter 283 of the general statutes, concerning the construction of dams, shall not apply to any farmer or to any hunting or fishing club or organization of like nature, constructing a dam, pond, or reservoir, on his or its own land for the purpose of cutting ice or breeding fish; provided, that such pond or reservoir shall not exceed one acre in area. 1907, ch. 80.

Hours of labor of telegraph operators and train dispatchers limited. § 1. It shall be unlawful for any person, persons, corporation or receiver operating a line of railroad wholly or partly within this state, or any officer, agent, or representative of such corporation or receiver, to require or permit any telegraph or telephone operator, who spaces trains by the use of the telegraph or telephone, under what is known and termed the "block system," defined as follows: reporting trains 1907, ch. 242.

to another office or officers, or to a train dispatcher operating one or more trains under signals, and telegraph or telephone levermen who manipulate interlocking machines in railroad yards or on main tracks out in the lines connecting side-tracks or switches, or train dispatchers in its service whose duties substantially, as hereinbefore set forth, pertain to the movement of cars, engines, or trains on its railroad by the use of the telegraph or telephone in dispatching or reporting trains or receiving or transmitting train orders, as interpreted in this section, to be on duty for more than eight hours in a day of twenty-four hours, and it is hereby declared that eight hours shall constitute a day of employment for all laborers or employees engaged in the kind of labor aforesaid; provided, that at stations that are kept open only during the daytime, where only one telegraph or telephone operator is employed, such operator may work twelve hours in a day of twenty-four hours, and that the hours of service of telegraph or telephone operators, as interpreted in this section, shall be consecutive, including one meal hour; and provided, further, that in case of sickness, death, wrecks, or washouts, telegraph or telephone operators may be held on duty not to exceed sixteen hours in a day of twenty-four hours.

Penalty. § 2. Any person or persons, company, or corporation who shall violate any of the provisions of the preceding section shall, on conviction, be fined not more than one thousand dollars.

§ 3. This act shall take effect January 1, 1908.

TITLE FIFTY-EIGHT. — CHAPTER 285.

1893, ch. 119, §1.

§ 4866. Conditional sale of railway equipment to be recorded. In any contract for the sale of railroad or street railway equipment, or rolling stock, it shall be lawful to agree that the title to the property sold, or contracted to be sold, although possession thereof may be delivered immediately or at any time or times subsequently, shall not vest in the vendee until the purchase price shall be fully paid, or that the vendor shall have and retain a lien thereon for the unpaid purchase money. In any contract for the leasing or hiring of such property, it shall be lawful to stipulate for a conditional sale thereof, at the termination of such contract, and that the rentals or amounts to

§ 4866. Cited 63 C. 439.

be received under such contract may, as paid, be applied and treated as purchase money, and that the title to the property shall not vest in the lessee or bailee until the purchase price shall have been paid in full, and until the terms of the contract shall have been fully performed, notwithstanding delivery to and possession by such lessee or bailee; *provided* that no such contract shall be valid as against any subsequent attaching creditor, or any subsequent *bona fide* purchaser for value and without notice, unless the same be evidenced by an instrument executed and duly acknowledged by the parties thereto before some person authorized by law to take acknowledgment of deeds, and in the same manner as deeds are acknowledged, and duly recorded in the office of the secretary of state, nor unless each locomotive engine, or car, so sold, leased, or hired, or contracted to be sold, leased, or hired, as aforesaid, shall have the name of the vendor, lessor, or bailor, plainly marked on each side thereof, followed by the word "owner," or "lessor," or "bailor," as the case may be.

An Act Concerning Corporations.

PART I.

GENERAL PROVISIONS.

§ 1. **Application.** The provisions of this part shall apply to all corporations heretofore and hereafter organized under any general or special law of this state, except when otherwise expressly stated, but shall not be held or construed to alter or affect any provision of any special charter inconsistent herewith, except as provided in section 37 of this act.

1903, ch. 194.

§ 2. **Name and location.** The name of every corporation hereafter formed shall be such as to distinguish it from any other corporation organized under the laws of this state and from any other corporation engaged in the same business or promoting or carrying out the same purposes in this state, and every such name shall begin with "The" and end with "Company" or "Corporation," or have the word "Incorporated" immediately after or under the name. Every corporation shall be located in some town in this state.

§ 3. **General powers.** Every corporation shall have power, subject to such provisions and limitations as may be contained in its charter, certificate of incorporation, articles

of association, or in any statute affecting it: (1) To have succession by its corporate name for the time stated in its charter, certificate of incorporation, or articles of association, and, when no period is limited, perpetually: (2) To sue and be sued and complain and defend in any court: (3) To make and use a common seal and alter the same at pleasure: (4) To hold, purchase, sell, and convey such real and personal estate as the purposes of such corporation shall require, and all other property which shall have been in good faith mortgaged or conveyed to it by way of security or in satisfaction of debts or by purchase at sales upon judgments or decrees obtained for such debts: (5) To elect or appoint, in such manner as it may determine, all necessary or proper officers and agents and to fix their compensation and define their powers and duties: (6) To make by-laws, consistent with law, fixing the number of its directors and for its government, the regulation of its affairs, and the management of its property: (7) To wind up and dissolve itself, or to be wound up and dissolved, in the manner provided by law.

§ 4. Power to transact business outside the state.

Every corporation organized under the provisions of this act, and every corporation heretofore or hereafter organized under any general or special law of this state, shall have power, subject to the limitations of its charter, certificate of incorporation, articles of association, or any statute affecting it, to carry on business in any state or territory of the United States, or in any foreign country, if not prohibited by the laws of such state or territory or foreign country.

§ 5. Dividends restricted. No corporation shall pay any dividend or make any other distribution of its assets except from its net profits or actual surplus, unless in accordance with the law allowing the reduction of stock, or upon the dissolution of the corporation. The secretary shall enter the name of every director voting for any dividend, or any other distribution of the assets, upon the records of the corporation. Every director voting for a dividend or other distribution of assets in violation of this section shall be fined not more than five hundred dollars. If such payment or distribution renders a corporation insolvent, the directors so

voting shall be jointly and severally liable, to the amount so paid or distributed, to any creditors existing at the date of such vote who shall obtain judgment against such corporation on which execution shall be returned unsatisfied. No such dividend shall be paid or distribution made unless duly voted by the directors of the corporation.

§ 6. Liability for causing insolvency by reducing stock. In case the reduction of the capital stock of any corporation shall render it insolvent, at the time of such reduction, the stockholders voting in favor of such reduction shall be jointly and severally liable, to the amount of such reduction, for all debts of the corporation existing at the time of such vote, after judgment has been obtained against the corporation and execution has been returned unsatisfied. The records of the corporation shall show the name of every stockholder voting in favor of such reduction. No such reduction shall be valid unless the names of the assenting stockholders appear of record as aforesaid, nor unless, within thirty days from the date of the vote authorizing such reduction, a copy of the certificate filed in the office of the secretary of the state shall be published twice a week for two successive weeks in a newspaper published in this state and having a circulation in the town in which such corporation is located.

§ 7. New certificates. The directors, after a reduction of capital stock, may require each stockholder to return his old certificate, and upon the return thereof shall issue a new certificate for the number of shares to which he is entitled after the reduction; and such corporation, after such reduction, may increase its capital stock to any amount authorized in its charter, certificate of incorporation, articles of association, or in any statute affecting it.

§ 8. Loans to officers restricted. No officer or director of any manufacturing corporation shall borrow any of the funds of the corporation or use the same for any purpose other than the business of the corporation without paying interest to such corporation for the use of such money, and without a majority vote of all the directors of such corporation and without furnishing adequate security for such loan.

§ 9. Profits may be shared with employees. Any corporation organized after May thirty-first, 1886, may by its board of directors distribute to the persons employed in its service, or any of them, such portion of the profits of its business as said board may deem just and proper. Any corporation organized on or prior to May thirty-first, 1886, may give to its board of directors the power to make such distribution by a majority vote of all the stockholders at a meeting warned and held for the purpose.

§ 10. Directors. The property and affairs of every corporation having a capital stock shall be managed by three or more directors, except that the charter of a specially chartered corporation may provide otherwise. Such directors shall be stockholders, except as hereinafter provided, and shall be chosen annually by the stockholders at such time and place as may be provided by the by-laws, and shall hold office for one year and until others are chosen and qualified in their stead; but the original or amended certificate of incorporation of any corporation to which the Corporation Act of 1901 now applies may provide for the classification of the directors, either as to their term of office, or as to their election by one or more classes of stockholders exclusively, or both; provided, that no director shall be elected for a shorter term than one year nor for a longer term than five years and the classification shall be such that the term of one or more classes shall expire each succeeding year. The directors or trustees of any corporation, or the governing board of any corporation having no directors or trustees, may fill any vacancy in their own number for the unexpired portion of the term or until such corporation shall fill such vacancy. A majority of the directors shall constitute a quorum for the transaction of business unless it is provided in a by-law adopted by a stockholders' meeting that less than a majority shall constitute a quorum. The board of directors of any corporation, by the affirmative vote of a majority of the whole board, may appoint from the directors an executive committee and such other committees as they may deem judicious, and, to such extent as shall be provided in the by-laws, may delegate to such committees any of the powers of the board of directors. If any corporation holds any stock in any other corporation,

one director or executive officer of the corporation holding the stock as aforesaid may be chosen director of such other corporation whether he is a stockholder in such other corporation or not, but not more than one director or executive officer of the corporation holding the stock shall be a director in the other corporation unless eligible as a stockholder therein. At least once in each year the directors of every corporation shall make a full and detailed report of the financial condition of the corporation to its stockholders, which report shall be filed with the treasurer of the corporation, or, if there be no such officer, with the president, and be subject to the inspection of the stockholders at all reasonable times. Such report shall contain a statement of the number of shares of stock and the amount of other securities issued by any other corporation and owned by the corporation making the report, with the name and location of such other corporations. Subject to the by-laws adopted by the stockholders, the directors of any corporation may make and alter by-laws.

§ 11. Corporation may acquire its own stock. Any corporation not prohibited by any provision in its charter, articles of association, or certificate of incorporation or by any general law, except a bank, trust company, or life insurance company, may acquire, purchase, and hold the stock or securities of any other corporation. Any such corporation, except a bank, trust company, or life insurance company, may acquire, purchase, and hold its own stock. No corporation shall acquire, purchase, and hold its own stock unless to prevent loss upon a debt previously contracted, except with the approval of stockholders owning three-fourths of its entire outstanding capital stock given at a stockholders' meeting warned and held for the purpose; and such corporation shall not vote upon shares of its own stock. No corporation shall purchase any of its own stock when it is insolvent, or by such purchase render itself immediately insolvent. If any corporation shall purchase its own stock when it is insolvent, or so render itself immediately insolvent, the directors assenting to such purchase shall be personally liable for any debts of such corporation existing at the time of such purchase. The president and treasurer of every corporation acquiring its own stock under the provisions of this section shall, within six months thereafter, make, sign, and swear to

and file in the office of the secretary of the state a certificate stating the number of shares of its own stock so acquired, and the secretary shall thereupon record such certificate in a book kept by him for that purpose.

§ 12. Receipts for payment of stock subscriptions; directors' liability. No corporation shall issue any certificates for stock until the stock has been subscribed and paid for in full. The treasurer of such corporation shall issue and deliver to each subscriber a receipt, countersigned by the secretary and under the corporate seal, stating the amount such subscriber has paid on his subscription, and the number of shares of full paid and non-assessable stock for which he or his transferee, upon the payment of the balance due upon his said subscription, will be entitled to receive a certificate. Said officers shall enter upon such receipt the dates and amounts of all subsequent payments. The persons to whom such receipts are issued shall be deemed to be stockholders. If any stock shall be paid for otherwise than in cash, a majority of the directors shall make and sign upon the record book of the corporation a statement showing particularly of what the property received in payment for stock subscriptions consists, and that it has an actual value equal to the amount for which it is so received. The judgment of the directors as to the value of property accepted in payment of stock shall be final; but the directors concurring in the judgment of such value, in case of fraud in the over-valuation of such property, shall be jointly and severally liable to the corporation for the amount of the difference between the actual value of any property so accepted in payment at the time of such acceptance, and the amount for which it is received in payment. The secretary shall keep a record of the names of the directors concurring in such judgment of value.

§ 13. Calls for stock subscriptions. The directors of every corporation may call in the subscriptions to its capital stock by instalments in such proportion and at such times and places as they think proper, provided they give its subscribers or stockholders such notice as the by-laws provide, or, in the absence of such provision, such notice as they deem reasonable, of the amount of such instalments and the time when they are payable.

§ 14. Stock subscriptions not made in good faith.

When any commissioners or incorporators authorized to receive subscriptions to the capital stock of any corporation shall be satisfied that any subscription is not made in good faith, they shall disallow it, and return to the person subscribing such instalment as has been paid by him.

§ 15. Stock certificates. Upon payment in full for his stock and the surrender of treasurer's receipts, if any, each stockholder shall be entitled to a certificate under the seal of the corporation, which shall be signed by the president or vice-president and by the secretary or assistant secretary or the treasurer or assistant treasurer, certifying the number of shares owned by him in such corporation.

§ 16. Stockholders' liability. Every stockholder, whether an original subscriber or not, shall be liable for any balance due on the stock held by him. If a corporation is placed in the hands of a receiver or a trustee in insolvency or bankruptcy, such receiver or trustee shall have the powers of the board of directors in calling in instalments on stock. If a creditor of a corporation shall obtain a judgment against it, and execution thereon shall be returned unsatisfied, such creditor may recover from any stockholder in such corporation the balance remaining due and unpaid on any stock held by him, so far as may be necessary to satisfy the debt. No subscriber for or holder of stock shall be liable as such for any payment of such stock, or for any debt of the corporation, after the par value of his stock has been paid.

§ 17. Fractional shares or rights. No certificate for fractions of shares shall be issued. Whenever fractional rights result from an increase or reduction of capital stock and the stockholders fail to combine the same by purchase or sale, the directors shall, after due notice, sell such rights to the highest bidder and issue proper certificates therefor.

§ 18. Stock books. At least three days before every stockholders' meeting, a complete list of the stockholders entitled to vote, arranged in alphabetical order, shall be prepared by the directors. Such lists shall be open to inspection by any stockholder at the time and place of the meeting. Upon the neglect or refusal of the directors to produce such

list at any meeting, they shall be ineligible for election as directors or to any office in such corporation for one year thereafter. The stock ledger, if there be one, otherwise the transfer books of the corporation, shall be *prima facie* evidence as to who are stockholders. The original or duplicate books of any corporation in which the transfers of stock shall be registered, and the original or duplicate books containing the names and addresses of the stockholders and the number of shares held by them respectively, shall, at all times during the usual hours of business, be open to the examination of every stockholder at its principal office or place of business in this state, and such original or duplicate books shall be evidence in all courts of this state.

§ 19. Lost certificates. Every corporation may issue a new certificate of stock, or treasurer's receipt for payment on subscription for stock, in place of any certificate or receipt issued by it which is claimed to have been lost or destroyed, and the directors may, in their discretion, require the owner of a lost or destroyed certificate or receipt, or his legal representatives, to give bond to the corporation in such sum as the directors may direct, not exceeding twice the value of the stock or receipt, to indemnify the corporation against any claim that may be made against it on account of the issue of such new certificate or receipt; and a new certificate or receipt may be issued without requiring any bond when, in the judgment of the directors, no bond is necessary. The superior court in the county wherein such corporation is located shall, for due cause shown, upon complaint of the owner of a lost or destroyed certificate or treasurer's receipt, order the delivery to him by said directors of a new certificate or receipt in lieu thereof, and may require a proper bond for the protection of the corporation and of any person who may be interested in the lost certificate or receipt.

§ 20. Pledge of stock. Shares of stock in any corporation organized under the laws of this state or of the United States, or treasurer's receipts for payment on subscription to the stock of any corporation organized under the laws of this state, may be pledged by delivering the certificate of such stock or such receipt to the pledgee, with a power of attorney for its transfer; but no such pledge shall be

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effectual to hold such stock against any person other than the pledgor, his executor, or administrator, unless there shall be an actual transfer of the same upon the books of the corporation, or unless a copy of such power of attorney shall be filed with the corporation.

§ 21. Stock transfer; corporation lien. The stock of every corporation, except when otherwise provided in the charter of a specially chartered corporation, shall be personal property, and, with the treasurer's receipt for payments on stock subscriptions, shall be transferable only on its books in such form as the by-laws shall prescribe. Whenever any transfer of stock shall be made for collateral security, the entry of the transfer on the books of the corporation shall state that it is made for collateral security. Every corporation shall at all times have a lien upon all of its stock owned by any person for all debts, including instalments duly called in, due to it from him, and may sell the debtor's interest in said stock, or in so much thereof as may be necessary to discharge such indebtedness and the expense of such sale, at public auction at any time after the debt secured thereby becomes due and payable, upon giving to the stockholder, his executor, or administrator, and if there be none, his heir-at-law, a written notice, by mail, of at least twenty days and advertising such sale at least twice in a newspaper of this state having a circulation in the town where such corporation is located, not less than one week prior to the date of sale. Any surplus arising from such sale shall be paid to the stockholder.

§ 22. Calls for meetings; changes in by-laws. All stockholders' meetings shall be held in this state and, except the first, at such time and place as shall be provided in the by-laws. A written or printed notice of every such meeting, stating the day, hour, and place thereof, shall be given by the president or secretary to each stockholder, by leaving such notice with him or at his residence or usual place of business, or by mailing it to him at his last known post office address, at least five days before such meeting. At any such meeting by-laws may be adopted, or the by-laws previously adopted may be altered or repealed. No by-law shall be adopted, and

no existing by-law shall be amended or repealed, unless written notice of such proposed action shall have been given in the call for the meeting at which such adoption, amendment, or repeal is to be acted upon.

§ 23. Special meetings how called; waiver. The president of every corporation may, and upon the written request of three or more members of a corporation having no capital stock, or of one or more stockholders holding at least one-tenth of the capital stock of a corporation having capital stock, shall, call a special stockholders' meeting and cause legal notice thereof to be given. In case of the neglect or refusal of the president to call a meeting on such request, such stockholders may call the same. Whenever under any of the provisions of this act a corporation is authorized to take any action after notice to its stockholders or after the lapse of a prescribed period of time, such action may be taken without notice and without the lapse of any period of time if such action be authorized and such requirements be waived in writing by every stockholder of such corporation or by his attorney thereto authorized.

§ 24. Failure to hold meeting or elect officers. Whenever any corporation shall have failed to hold its annual meeting or to elect officers thereat, and no provision is contained in its charter, articles of association, certificate of incorporation, or by-laws, or is made by law, otherwise than is provided in this section for such contingency, the officers of such corporation shall hold office until others shall be chosen in their stead, and a special or annual meeting may be called by the persons whose duty it is to call the annual meeting, or, on the neglect or refusal of such persons, by not less than three of the members of a corporation having no capital stock, or by the holders of one-tenth of the capital stock of corporations having capital stock, by giving in writing such notice as is required in calling the annual meeting, and at such meeting the necessary officers may be elected, and the failure aforesaid shall not impair the rights of such corporation. Nothing in this section shall revive any corporation whose powers may have expired for any cause other than that hereinbefore named or any corporation which in fact shall have abandoned and ceased to exercise its powers and franchises.

§ 25. **Stockholders' vote; proxies.** At all stockholders' meetings stockholders may vote in person or by an attorney duly authorized by a written power. Every share of stock shall entitle the holder thereof to one vote except when otherwise provided in its charter or certificate of incorporation or in any statute affecting it, and persons holding stock in a fiduciary capacity and pledgors of stock shown to be such by the record of transfer shall have the same voting rights upon shares of stock so held as any holder of such shares would have, except that pledgors in the transfer of stock may expressly empower the pledgees to vote thereon. No proxy hereafter made shall be valid after the expiration of eleven months from the date of its execution.

§ 26. **Receivership of corporation.** Whenever any corporation having a capital stock has wilfully violated its charter or exceeded its powers, or whenever there has been any fraud, collusion, or gross mismanagement in the conduct or control of such corporation, or whenever its assets are in danger of waste through attachment, litigation, or otherwise, or such corporation has abandoned its business and has neglected to wind up its affairs and to distribute its assets within a reasonable time, or whenever its stockholders or directors have voted to discontinue its business, or whenever any good and sufficient reason exists for the dissolution of such corporation, any stockholder or stockholders owning not less than one-tenth of its capital stock or, in the case of a corporation not having capital stock, any member of such corporation may apply to the superior court in the county wherein such corporation is located, for the dissolution of such corporation and the appointment of a receiver to wind up its affairs. Such court may, if it finds that sufficient cause exists, appoint one or more receivers to wind up the business of such corporation, and may at any time, for sufficient cause shown, make a decree dissolving such corporation and terminating its corporate existence. Whenever such decree of dissolution is passed, it shall be the duty of the receiver or receivers to cause a certified copy thereof to be filed in the office of the secretary of the state, and said secretary shall thereupon record such certified copy in a book kept by him for that purpose. Such court, in every case in which it appoints a receiver, shall by its order limit a time, which

shall not be less than four months from the date of such order, within which all claims against such corporation shall be presented, and all claims not presented within such time shall be forever barred. When such receivership shall be terminated by the court, the receiver or receivers shall file with the secretary of the state a certificate similar to the final certificate required of directors in section 34 of this act, and said secretary shall thereupon record such certificate in a book kept by him for that purpose.

§ 27. **Sale of property and franchises.** Said court may, in its discretion, in lieu of decreeing the dissolution of such corporation, order the receiver to sell its property and franchises; and the purchaser thereof shall succeed to all of the rights and privileges of such corporation, and may reorganize the same under the direction of said court. At any sale of such property at public auction, the court may, in its discretion, authorize the receiver to accept in payment duly allowed claims against such corporation, at a proper valuation.

§ 28. **Appraisal and purchase of minority stock interest.** Whenever a stockholder or stockholders holding not less than one-tenth of the whole amount of the capital stock of any corporation shall petition for its dissolution and the appointment of a receiver, pursuant to section 26 of this act, any other stockholder or stockholders may apply to said court for a valuation of the stock held by the petitioner by an appraiser to be appointed by the court. Said court may, for sufficient cause shown, appoint one or more persons to appraise such stock, who shall forthwith hear the parties interested, determine the value of the petitioner's stock, and file the appraisal with the clerk of said court. Said clerk shall at once give written notice to the parties interested that such appraisal has been filed, and, within ten days after the giving of such notice, the applicant for an appraisal shall file with said clerk a writing stating whether he elects to buy the petitioner's stock at the appraisal, and, if he does elect to buy it, he shall at the same time deposit the amount of such appraisal in money, or certified check, with said clerk, who shall forthwith notify the petitioner of the filing of such election and of the deposit. If such deposit is made as pro-

vided herein, said petition for a dissolution of the corporation and the appointment of a receiver shall be dismissed upon motion of such depositor. Such deposit shall be paid over to the petitioner by the clerk, on receipt of the certificates of his stock duly indorsed for transfer, to be delivered to the depositor. If such certificates are not so indorsed and received within thirty days from the time of such deposit, the money or check shall be returned to the depositor. If the applicant for appraisal shall fail to make such deposit, said action may proceed to final judgment. The expenses of the appraisal shall be taxed by the court, and shall be paid by the stockholders applying for such appraisal, if they fail to deposit the amount of the appraisal required as aforesaid, but otherwise shall be taxed against the corporation and added to the final costs in the case.

§ 29. Voluntary dissolution after commencing business. Whenever the directors of a corporation shall vote to terminate its corporate existence, they shall forthwith call a special meeting of the stockholders, to be held not less than thirty nor more than forty days from the date of such call. Such call shall contain a copy of such vote and shall be published once a week for four weeks next preceding such meeting, in a newspaper of this state having a circulation in the town where such corporation is located, and a copy thereof shall be sent by mail to the last known address of each stockholder. If, at such meeting of the stockholders, three-fourths in interest of each class of stock issued shall vote to confirm such vote of the directors, the directors shall proceed forthwith to wind up the affairs of such corporation. If every stockholder shall sign and acknowledge, before an officer authorized to take acknowledgments of deeds, an agreement among stockholders that the corporate existence of such corporation shall be terminated, the vote of the directors and the confirming vote of the stockholders aforesaid may be dispensed with.

§ 30. Directors trustees to wind up business. The directors of a corporation whose existence is to be terminated pursuant to the vote or assent of its stockholders, as provided in section 29 of this act, shall be trustees to close up the business of such corporation. They shall forthwith prepare

an inventory of its assets, make a list of its creditors with the amounts due to each, and collect its bills and accounts receivable. They shall, within two weeks after the date of the stockholders' vote of confirmation or agreement to dissolve the corporation, send a written notice of the proposed dissolution to every known creditor of such corporation warning him to present his claim and stating to whom and at what place such claim may be presented. They shall in such notice limit the time within which such claims shall be presented, which shall not be less than four months after the date of such stockholders' vote or agreement. They shall also publish, in some newspaper published in this state and having a circulation in the town where such corporation is located, a copy of such notice. Within one year from the date of such stockholders' vote or agreement the trustees shall sell all of the property of such corporation except money and uncollected accounts in litigation, at private sale or public auction. As soon as practicable, the trustees shall pay, in full or *pro rata*, all claims against such corporation which have been allowed by them or which may be found to be due by any proper tribunal and shall distribute the balance of the assets, if any, among the stockholders of such corporation.

§ 31. Application to the court. Such trustees may, in their discretion, bring their application to the superior court for the county within which such corporation is located, or to any judge of the superior court when such court is not in session, setting forth the facts of such proposed dissolution and praying the court, or such judge, to limit a period within which all claims against such corporations must be presented, and such court or judge may make an order limiting the time within which claims must be presented, which shall not be less than four months from the date of such order. Such trustees shall proceed to wind up the affairs of the corporation, in accordance with the provisions of section 30 of this act, under the direction of the court in the same manner as if they were receivers. The court may, for cause shown, extend the period within which the trustees shall sell the property of the corporation.

§ 32. When claims shall be barred. All claims not

presented within the time limit in accordance with the provisions of sections 30 and 31 of this act shall be barred and any claim so presented and disallowed by such trustees shall be barred unless the owner thereof shall commence an action to enforce the same within four months after such trustees shall have given him written notice of its rejection.

§ 33. Creditors not to interfere with control of property. No creditor shall, by attachment or by any process or proceeding, interfere with the custody, control, or disposition of the property of the corporation by its directors acting as trustees for the winding up of the corporate affairs under the provisions of this act. But any creditor, pending such winding up, may apply to the superior court in the county in which the corporation is located, or to a judge thereof when such court is not actually in session, for the appointment of a receiver of such property on the ground of fraud, mismanagement, or incompetency of such trustees, and such court or judge, upon finding that such trustees are incompetent or have been guilty of fraud or mismanagement in the discharge of their duties, shall appoint such receiver and the powers of such trustees shall thereupon terminate. But nothing herein contained shall prevent any person from establishing any claim against such corporation by an action at law, or shall prevent the foreclosure of any lien or mortgage existing at the time of such vote or assent to dissolve.

§ 34. Certificates concerning dissolution. Whenever the stockholders shall by vote or written assent agree to the dissolution of a corporation, a majority of the directors shall make, sign, and swear to and file in the office of the secretary of the state a certificate that such stockholders' vote has been duly passed or such assent duly given, and stating the address to which all claims against such corporation may be sent, and such secretary shall thereupon record such certificate in a book kept by him for that purpose. When the directors have completed their duties as trustees as aforesaid, a majority of them shall make, sign, and swear to and file in the office of the secretary of the state a further certificate stating that the directors have completed their duties in winding up the affairs of such corporation and have sold or collected all of its assets and distributed the same, stating the manner

of such distribution. The secretary shall examine the same, and, if he finds that it conforms to law, shall indorse thereon the word "Approved," with his name and official title, and shall thereupon record such certificate in a book kept by him for that purpose. When such certificate has been approved by the secretary, the existence of such corporation shall terminate.

§ 35. Certificate when corporate existence ends by limitation. When the existence of a corporation terminates by limitation, a majority of the directors shall make, sign, and swear to and file in the office of the secretary of the state a certificate setting forth the facts as to such termination and stating the manner in which its affairs are to be wound up and the name and address of the person to whom claims may be presented by creditors of such corporation. The secretary shall thereupon record the same in a book kept by him for that purpose.

§ 36. Corporate existence to be continued for certain purposes. All corporations, whether they expire by their own limitation or are dissolved by voluntary action, by decree of court, or by act of the general assembly, shall continue so far as may be necessary to enable them to prosecute and defend suits by or against them, to close up their affairs, dispose of their property, and distribute their assets.

§ 37. Annual reports. The president and treasurer of every corporation having capital stock, except banks, trust companies, insurance and surety companies, railroad or street railway companies, express companies, building and loan associations, and investment companies, shall, annually, on or before the fifteenth day of February or August, make, sign, and swear to and file in the office of the secretary of the state a certificate setting forth as of the first day of January or July immediately preceding: (1) The name, residence, and post-office address of each of its officers and directors: (2) The amount of its outstanding capital stock which has not been paid for in full, with the amount due thereon: (3) The location of its principal office in this state, with the street and number, if any there be, and the name of the agent or person in charge thereof upon whom process against the

corporation may be served. The secretary shall thereupon record such certificate in a book kept by him for that purpose, and shall furnish a certified copy of such certificate to the persons filing the same, who shall forthwith cause such certified copy to be recorded in the office of the town clerk of the town in which such corporation is located, and said town clerk shall record the same in a book kept by him for that purpose. On the fifteenth day of March and September the town clerks of the several towns shall report to the secretary of the state the names of all corporations whose annual returns have been filed for record during the preceding six months, in accordance with the provisions of this section, and the secretary shall report to the attorney-general, every six months, the names of all corporations which have failed to comply with the provisions of this section, and the attorney-general shall collect all forfeitures due under this section. Every corporation whose officers shall fail to comply with the requirements of this section shall forfeit to the state one hundred dollars for each failure.

Annual report may be signed by secretary instead of president, when. Whenever, by reason of absence, disability, or a vacancy existing in the office, the president of any corporation is unable to make, sign, and swear to the annual report provided for in section thirty-seven of chapter 194 of the public acts of 1903, such report may be signed and sworn to by the secretary of such corporation instead of by the president thereof; provided, however, that the secretary and treasurer be not the same person.

1907, ch. 27.

§ 38. Annual returns by express companies; penalty. Every corporation doing business in this state as an express company shall, on the first day of January of each year, file in the office of the secretary of the state a statement of the amount of its capital stock, the amount actually paid thereon in cash, the time when said stock was issued, the amount of its real estate, the place where such real estate is located and its cost and present value, the amount of personal estate held by the company and its cash value, the amount of bills, notes, bonds, or other commercial security held by the company and their value, the amount of loans and discount of the funds of

the company to its officers within the year last past, the amount of its capital stock purchased and sold by it or its officers and agents for its use, the amounts paid within the year last past for permanent betterments of its real estate and improvements of equipment of its business, the gross amount of its receipts and disbursements within said year, the amount of surplus cash on hand during each month of said year, the amount of dividends paid in the same time, and the amount of its assets and liabilities. Every such corporation which shall fail to file such return for one month after said first day of January shall, for every month of such neglect thereafter, forfeit one thousand dollars to the state.

§ 39. Information for creditor. Every person having charge of the stock books of any corporation shall furnish information as to the number of shares held by any stockholder in such corporation to any applicant who shall furnish the person in charge of such books with an affidavit that the applicant is a creditor of such stockholder. Any person in charge of books as aforesaid refusing to give such information shall be fined not more than one hundred dollars.

§ 40. Investment companies; bond issue limited. Whenever the board of directors of any corporation organized for the purpose of lending money on real estate security, and issuing, negotiating, guaranteeing, and dealing in bonds and mortgage securities, shall vote that said corporation shall never issue and have outstanding at any one time bonds exceeding a certain amount specified in such vote, and said vote shall be ratified and approved by a vote of the stockholders of said corporation, a copy of such votes of the directors and stockholders, certified by the secretary and attested by the president and a majority of the directors, may be filed for record in the office of the secretary of the state, and thereafter said vote shall be a perpetual limitation upon the powers of such corporation.

§ 41. Supervision of investment companies; guaranty limited. Every corporation which has power to or does sell or negotiate its own choses in action, or sell, guarantee, or negotiate the choses in action of other persons or corporations as investments, shall be under the supervision of the commis-

sioner on building and loan associations and subject in that particular to all the laws relating to the examination and report of banks, savings banks, and trust companies. Said commissioner, in his annual report, shall clearly describe the various classes of assets and liabilities of each, and state any special provision which has been made for the payment of such liabilities. No corporation doing business as aforesaid shall guarantee, by endorsement or otherwise, debenture bonds secured by loans upon real estate to an amount exceeding ten times the amount of the capital stock paid up in cash and the cash surplus of said corporation.

§ 42. Collection of taxes on shares. When any corporation has power to impose a tax on its stock, it may appoint a collector thereof, who shall receive from its treasurer a rate bill, and a warrant signed by any justice of the peace, directing such collector to collect the sums specified in such rate bill; and on neglect of any stockholder to pay the tax due from him within the time limited by such corporation, the collector may levy such warrant on his shares, or such part thereof as may be necessary to satisfy such tax and costs, and shall proceed therein in the manner provided by law for the collection of executions when levied on the shares of the capital stock of a corporation; and the fees of such collector shall be the same as are allowed to officers on executions.

§ 43. Alteration and repeal of charters. All acts creating or authorizing the organization of corporations or altering the charters of corporations, which have been or shall be passed by the general assembly, and all charters under which no corporation has been organized, shall be subject to alteration, amendment, and repeal at the pleasure of the general assembly, unless otherwise expressly provided in such acts; but no such amendment or repeal shall impair any remedy against any such corporation or against its officers, directors, or stockholders, for any liability which shall have been previously incurred; and all such amendments shall apply to every corporation except in so far as is otherwise expressly provided.

§ 44. Forms for certificates. The secretary of the

state shall prepare forms for the several certificates and returns required by this act.

§ 45. Penalty for violation of this act. Every person who shall violate any of the provisions of this act, for which no penalty or punishment is expressly prescribed, shall be fined not more than one thousand dollars.

PART II.

CORPORATION ORGANIZED UNDER SPECIAL CHARTER.

§ 46. Location not to be changed. No bank, savings bank, insurance company, or trust company shall change its location from one town to another except by an act of the general assembly.

1907, ch. 246.

Increase of capital stock. Every specially chartered corporation having power by law to increase its capital stock may from time to time so increase it by issuing additional shares of the same par value, under such limitations as to the amount issued and of every other nature whatsoever as may exist either in its charter or in any statute affecting it; provided, that, at a meeting of its stockholders warned and held for that purpose, such increase shall have been authorized by a vote of at least two-thirds of each class of stock issued and outstanding at the time of said vote, which vote shall state the amount of the increase so authorized; or provided, that, at a meeting of its stockholders held for that purpose, a written or printed notice of which stating the day, hour, place, and purpose thereof shall have been given by the president or secretary to each stockholder by leaving such notice with him or at his residence or usual place of business or by mailing such notice to him at his last known post office address at least thirty days before such meeting, such increase shall have been authorized by a vote of at least two thirds of each class of stock represented at such meeting. Before any such corporation shall issue any shares of such increased capital stock so voted, a majority of the directors shall make, sign, and swear to and file in the office of the secretary of the state a certificate setting forth the number of shares so voted and the par value thereof. The secretary shall examine the same, and if he shall find that it con-

forms to law and that all taxes have been paid in accordance with the provisions of section 57, shall endorse thereon the word "Approved," with his name and official title, and shall thereupon record such certificate in a book kept by him for that purpose.

§ 48. Stock preferred as to dividends. Any specially chartered corporation, not engaged either in a trust, or other evidences of indebtedness, which has by law power to increase its capital stock, may so increase it by the issue of preferred stock, which shall be entitled to dividends of an agreed amount before any dividends are declared upon the stock already issued; and such dividends, if not paid in any one year, may be paid out of the earnings of subsequent years, if it be so provided in the vote authorizing such increase.

§ 49. Stock preferred as to assets. Any specially chartered corporation, having power under section 48 of this act to issue stock preferred as to dividends, may also issue stock preferred as to assets, the holders of which shall, in case of the winding up of the corporation, be paid up to the full par value of such preferred stock, out of the net assets available for distribution to stockholders, before the holders of other stock receive anything; and, if the holders of a majority of the common stock shall so vote, the holders of such preferred stock may be given the right to exchange such preferred stock for common stock, on such terms and conditions as may be determined by said vote; but the total capital stock of the corporation shall not be increased by such exchange.

§ 50. Issue, how authorized. No issue of preferred stock shall be made unless authorized at a meeting of the stockholders warned and held for that purpose, by a vote of stockholders holding not less than two-thirds of the stock of such corporation, which vote shall determine the amount of preferred stock so to be issued, the number and value of the shares thereof, the dividends to be paid thereon, whether the same shall be cumulative or not, and the terms of the preferment as to assets, if such preferment is made.

§ 51. Certificate of increase. No certificate for such preferred stock shall be issued until a majority of the directors have made, signed, and sworn to and filed in the office of the secretary of the state a certificate setting forth the increase of such capital stock, the number and value of such shares, the amount of the dividend to be paid thereon, whether the same is to be cumulative or not, and the terms of the preferment as to assets, if such preferment is made. The secretary shall thereupon record such certificate in a book kept by him for that purpose. The certificate required by this section shall be in addition to those required by law in relation to the increase of capital stock.

§ 52. Reduction of capital stock. Any specially chartered corporation may reduce its capital stock. No such reduction shall be valid unless approved by a vote of two-thirds of all outstanding stock of each class at a meeting of the stockholders warned and held for that purpose, nor unless a majority of the directors shall make, sign, and swear to and file in the office of the secretary of the state a certificate stating that the reduction has been duly approved by the stockholders and setting forth a copy of the vote of the stockholders, which vote shall show the details as to such reduction. The secretary shall record such certificate in a book kept by him for that purpose.

§ 53. Change of name by superior court. Any specially chartered corporation, having voted to change its corporate name, may apply to the superior court for the county in which it is located to have such change made, first giving notice of such intended application by advertisement for two weeks consecutively in a newspaper published in Hartford or New Haven and a newspaper, if there be one, published in the town in which the corporation is located; and said court may change said name as prayed for, and, upon filing for record in the office of the secretary of the state a certified copy of the order of the court, the name of such corporation shall be as decreed by said court; but no right existing at the time of such change in favor of or against such corporation shall be affected thereby. The secretary shall thereupon record such certified copy in a book kept by him for that purpose.

§ 54. Charter without organization void after two years. The charter of every specially chartered corporation, except as otherwise provided by law, shall be void, unless such corporation shall be organized and a certificate of such organization, sworn to by the president or secretary, or, if there be no such officers, by an officer having custody of the records of such corporation, shall be filed in the office of the secretary of the state within two years from the date of the approval of such charter. The secretary shall thereupon record such certificate in a book kept by him for that purpose. Any street railway company chartered by the general assembly at its January session, 1903, which has not already organized may comply with the provisions of section one of this act on or before July first, 1907.

§ 55. Acceptance and effect of charter amendment. When any amendment or alteration of the charter of any specially chartered corporation shall be made, if it be not otherwise specially provided in the resolution making such alteration or amendment, it shall not become operative unless, within six months after its passage, it shall be accepted at a meeting of such corporation warned and held for that purpose, nor unless, within said period, an attested copy of said acceptance shall be filed in the office of the secretary of the state, to be recorded by him in a book kept for that purpose; and such acceptance shall make the original charter and all resolutions amending and altering the same subject to amendment, alteration, and repeal, at the pleasure of the general assembly. If such amendment shall be made before the acceptance of the original charter, then such amendment may be accepted at the same time such original charter is accepted.

§ 56. Reports to general assembly. Corporations required to make reports to the general assembly shall make them during the first week of each regular session.

§ 57. Tax on stock issue authorized by special act; penalty. Before any bill or resolution creating a corporation having a capital stock shall be approved or become a law, there shall be paid to the state treasurer, in addition to the fees required by section 10 of the general statutes, a franchise tax of one dollar on each one thousand dollars of the

capital stock with which it is to be organized, but such tax shall in no case be less than fifty dollars. If such bill or resolution shall not be approved or become a law, the treasurer shall return the tax so paid. Whenever any specially chartered corporation shall vote to increase the amount of its capital stock in accordance with the provisions of this act or of any other general or special law affecting it, such corporation shall pay to the state treasurer, before any shares of such increased capital stock shall be issued, a further tax of one dollar on each one thousand dollars of the total increased capital stock so voted, but no additional franchise tax shall be required upon stock upon which the corporation has paid the full franchise tax required by the law in force at the time of such payment. Every officer of any corporation subject to any of the provisions of this section, who shall sign or issue any certificate of stock on which the tax imposed by this section has not been paid, shall be fined one thousand dollars, or imprisoned not more than two years, or both.

PART III.

THE CORPORATION ACT OF 1901.

§ 58. Application. The provisions of this part shall apply to all corporations formed under it and to all corporations heretofore organized under the joint stock law of this state or the corporation act of 1901, but shall not require the reorganization of corporations heretofore formed.

§ 59. Powers. Every corporation to which this part applies, in addition to all other powers granted by law, shall have power to mortgage its real and personal estate, including its franchises, and issue promissory notes, bonds, or other evidences of indebtedness. Such corporation may also issue one or more classes of stock.

§ 60. Certificates. Every certificate required by this part to be filed shall be signed and sworn to by the persons required to file it, and shall be filed in the office of the secretary of the state, who shall examine the same, and, if he shall find that it conforms to law and that all taxes which may

be due upon the filing of the certificate under the provisions of section 61 of this act have been paid, shall indorse thereon the word "Approved," with his name and official title, and shall thereupon record such certificate in a book kept by him for that purpose. No act required to be set forth in any such certificate shall be valid until such certificate has been approved as aforesaid, but this provision shall not relieve the corporation, its officers, directors, or stockholders from any liability which might otherwise be enforceable against them or any of them, or invalidate any of the stock of such corporation in the hands of *bona fide* holders without notice. No such corporation shall commence business until a copy of the certificate required by section 63 hereof, duly certified by the secretary of the state, shall have been filed in the office of the town clerk of the town where said corporation is to be located; and said town clerk shall record the same in a book kept by him for that purpose.

§ 61. Tax on capital stock. Every such corporation, before its certificate of incorporation shall be approved by the secretary of the state, shall pay to the state treasurer fifty cents on every one thousand dollars of its authorized capital stock up to five million dollars; and it shall pay ten cents upon every one thousand dollars of its authorized capital stock in excess of five million dollars. Whenever any corporation organized under the provisions of this part, or under any former joint stock law of this state, shall increase the amount of its authorized capital stock, it shall pay to the state treasurer, before the certificate of increase shall be approved, fifty cents on each one thousand dollars of such authorized increase until it has paid on a total capital stock of five million dollars; and, upon any authorized increase of capital stock above five million dollars, it shall pay to the state treasurer ten cents on each one thousand dollars; but no payment under the provisions of this section shall be less than twenty-five dollars. Said payments shall be in lieu of all other taxes upon the franchise of the corporation, but shall not be in lieu of any tax imposed by law upon the property of the corporation or upon the shares of its stock in the hands of its stockholders.

§ 62. Formation. Any three or more persons may

associate to form a corporation under this act for the transaction of any lawful business. Such corporation shall not have power, however, to transact in this state the business of a bank, savings bank, trust company, building and loan association, insurance company, surety or indemnity company, railroad or street railway company, telegraph or telephone company, gas, electric light, or water company, or of any company requiring the right to take and condemn lands or to occupy the public highways of this state, but shall have power to transact such business in any state or territory of the United States, or in any foreign country, if not prohibited by the laws of such state or territory or foreign country.

§ 63. Certificate of incorporation. The persons so associated shall file a certificate setting forth: (1) The name of the corporation: (2) The name of the town in this state in which the corporation is to be located: (3) The nature of the business to be transacted or the purposes to be promoted or carried out: (4) The amount of authorized capital stock, which shall not be less than two thousand dollars, the number of shares into which the same is divided, and the par value of each share, which shall not be less than twenty-five dollars, and if there be more than one class of stock, a description of the different classes with the terms on which they are respectively created: (5) The amount of capital stock with which the corporation shall commence business, which shall not be less than one thousand dollars; (6) The period, if any, limited for the duration of the corporation.

§ 64. Certificate may contain additional provisions. The certificate of incorporation may also contain any lawful provisions which the incorporators may choose to insert for the regulation of the business of the corporation, or for defining and regulating the powers of the corporation, its officers, directors, and stockholders or any class of stockholders.

§ 65. Evidence of corporate existence. Upon the approval of the certificate of incorporation by the secretary of the state, corporate existence shall begin. A copy of such certificate and approval, duly certified by the secretary of the state under his hand and the seal of the state, shall be *prima facie* evidence of the legal existence of any such corporation.

§ 66. **Power of incorporators.** After the approval of the certificate of incorporation as aforesaid and until the directors are elected, the incorporators shall have charge of the affairs of the corporation, and may take such steps as are necessary or proper to obtain subscriptions to its stock.

§ 67. **Call of first meeting; waiver.** A majority of the incorporators shall call the first meeting of the corporation, at such time and place as they may designate, by a notice published twice, at least seven days before the time designated, in a newspaper in this state having a circulation in the town in which the corporation is located; but such notice may be waived by a writing signed by all the subscribers to the capital stock and a majority of the incorporators, specifying time and place for said meeting, which waiver shall be recorded at length upon the records of the corporation.

§ 68. **Organization; adoption of by-laws.** At such meeting, including adjournments thereof, the subscribers for stock who are present in person or by attorney shall perfect an organization by the choice of a temporary clerk and the election by ballot of three or more directors who are subscribers for stock, and shall adopt by-laws for the regulation of the affairs of the corporation. Such subscribers may also transact any other business; provided, that due notice thereof has been given in the call for such meeting or has been expressly waived.

[SEC. 68b. Unless the certificate of organization required by section 69 is filed within two years after the filing of the certificate of incorporation, such certificate of incorporation shall be void. The provisions of this section shall apply to all certificates of incorporation, filed prior to the going into effect hereof, under which organization shall not have been perfected, and for the purpose hereof certificates of organization thereunder may be filed at any time within two years after this section shall go into effect. Chapter 267, Public Acts of 1905.]

§ 69. **Commencement of business; certificate of organization.** No such corporation shall commence business until the amount of capital specified in its certificate of incorporation as the amount of capital with which it will

commence business has been paid in; nor until its directors and officers have been duly elected and its by-laws adopted; nor until a majority of its directors have caused to be filed a certificate of organization setting forth: (1) The amount of each class of stock subscribed for: (2) The amount paid thereon in cash: (3) The amount paid thereon in property other than cash: (4) The amount paid on each share of stock which is not paid for in full: (5) The name, residence, and address of each of the original subscribers, with the number and class of shares subscribed for by each: (6) That the directors and officers of the corporation have been duly elected and its by-laws adopted: (7) The name, residence, and post office address of each of the officers and directors. [(8) The location of its principal office in this state, with the street and number, if any there be, and the name of the agent or person in charge thereof upon whom process against the corporation may be served.] A copy of such certificate, duly approved by the secretary of the state and certified under his hand and the seal of the state, shall be *prima facie* evidence that such corporation has been duly organized and is duly authorized to exercise all of its corporate powers.

§ 70. **Officers.** The directors of every corporation shall choose from among their number a president and shall appoint a treasurer, a secretary, and such other officers as the by-laws shall prescribe. The same person may fill the offices of president and treasurer or of secretary and treasurer.

§ 71. **Issue of additional stock.** Every corporation may, at any meeting warned and held for that purpose, empower its directors to issue shares of its unissued authorized capital stock. At the time for the filing of its next annual report after the issue of any such shares, a majority of the directors shall make and file a certificate setting forth the facts relating to such issue similar to the facts relating to the original issue of stock required by subdivisions (1) to (5), inclusive, of section 69 of this act.

§ 72. **Surrender of rights before beginning business.** At any time before the payment of any part of the subscriptions to capital stock and before the commencement of busi-

ness, the incorporators, and the subscribers for stock, if any, may surrender the corporate rights and franchises of any corporation by filing a certificate that no part of such subscription has been paid, that such business has not been commenced, that no debts have been incurred which are unpaid, and that they surrender all rights and franchises of such corporation. When such certificate has been examined and approved by the secretary of the state, the existence of such corporation shall terminate.

§ 73. Amendment of certificate of incorporation before commencing business. At any time before the filing of the certificate of organization the incorporators of any corporation may make such amendments, changes, and alterations in its certificate of incorporation as may be desired; provided, that the subject-matter of such changes could have been lawfully inserted in an original certificate of incorporation. No change, alteration, or amendment shall be valid, unless approved in writing by all of the subscribers, if any, to the capital stock of such corporation, nor unless a certificate, setting forth such amendments, changes, or alterations and stating that the same has been duly approved by the subscribers, if any, shall be made and filed by all of the incorporators.

§ 74. Changes in certificates of incorporation. Every corporation may change its name, the nature of its business, and its location; may increase or reduce the amount of its authorized capital stock; may create one or more classes of stock; and may make such other amendments, changes, and alterations in its certificate of incorporation as may be desired; provided, that the subject-matter of such changes, amendments, and alterations could have been lawfully inserted in an original certificate of incorporation. No such change, alteration, or amendment shall be valid unless approved by a vote of two-thirds of all of the outstanding stock of each class at a meeting of the stockholders duly called to consider such amendment, change, or alteration, nor unless a certificate, setting forth such amendments, changes, or alterations and stating that the same have been duly adopted by the stockholders, shall be made and filed by a majority of the directors.

§ 75. Similar corporations may consolidate. Any two or more corporations which are carrying on business of the same or a similar nature may merge or consolidate into a single corporation.

§ 76. Directors' agreement as to terms of consolidation. The directors of the several corporations proposing to merge or consolidate may enter into an agreement, signed by them and under the corporate seals of the respective corporations, prescribing the terms and conditions of such proposed consolidation and stating the name of the consolidated corporation, the number, names, and places of residence of its first directors, the number of shares of its capital stock and the classes thereof and the amount or par value of each share thereof, and the manner of converting the shares of capital stock of each of the old corporations into shares of the capital stock of the consolidated corporation, together with such other provisions as are required to be set forth in an original certificate of incorporation and any other provisions necessary to carry such proposed consolidation into effect.

§ 77. Stockholders to vote upon consolidation. Such agreement shall be submitted to the stockholders of each of such merging or consolidating corporations, separately, at a meeting thereof to be called for the purpose of considering the same, and twenty days' notice of the time, place, and object of such meeting shall be mailed to the last known post-office address of each of such stockholders, and such notice shall be published once in each week for three successive weeks in one or more newspapers of this state having a circulation in the towns in which such corporations are respectively located. At such stockholders' meetings, if two-thirds of all the outstanding stock of each class shall vote to approve such merger or consolidation, the facts shall be certified upon such agreement by the secretaries of the respective corporations under the seals thereof, and such agreement so adopted and certified shall be filed in the office of the secretary of the state, who shall, if the same conforms to the provisions of this chapter, indorse the same "Approved," with his name and official title; and a copy of such agreement, certificate, and approval, duly certified by the secretary

of the state under his hand and the seal of the state, shall be *prima facie* evidence of the facts set forth in such agreement and certificate and of the legal existence and organization of such consolidated corporation and that it is duly authorized to exercise all of its corporate powers.

§ 78. Rights, duties, and liabilities of consolidated corporations. Upon the completion of such consolidation, the several corporations shall become a corporation by the name provided in such agreement, and shall possess all the rights, privileges, powers, and franchises of each of the consolidating corporations; and all property, real, personal, and mixed, and all debts due to them on whatever account, shall be vested in the consolidated corporation; and all rights of creditors and all liens upon the property of either of such consolidating corporations shall be preserved unimpaired, and the respective corporations shall continue in existence so far as may be necessary to preserve the same; and all debts, liabilities, and duties of either of such consolidating corporations shall thenceforth attach to the consolidated corporation, and may be enforced against it to the same extent as if they had been incurred or contracted by it. An amount of the stock of the consolidated corporation equivalent to the amount of the stock of the merged corporations on which a franchise tax has been paid shall be exempt from taxation under section 61 of this act.

§ 79. Remedy of aggrieved stockholder. Any stockholder in any corporation consolidating as aforesaid who, at the time of such consolidation, objected thereto in writing, may, within ten days after the agreement of consolidation has been filed for record in the office of the secretary of the state, demand in writing from the consolidated corporation payment for his stock; and such corporation shall, within three months thereafter, pay him the value of his stock at the date of such consolidation. In case of disagreement as to the value thereof, such value shall be ascertained by three disinterested persons to be chosen, one by the stockholder, one by the directors of the consolidated corporation, and the third by the two thus selected, and, in case their award is not paid

within sixty days from its date, it shall become a debt of such consolidated corporation and may be collected as such. On receiving payment of the amount awarded, such stockholder shall transfer his stock to the consolidated corporation, which shall dispose of it on the best terms obtainable.

PART IV.

FOREIGN CORPORATIONS.

§ 80. Meaning of "foreign corporation." Unless otherwise expressly provided, the term "foreign corporation" shall mean every corporation not organized under the laws of this state.

§ 81. Powers and limitations. Any foreign corporation may purchase, hold, mortgage, lease, sell, and convey real and personal estate in this state for its lawful uses and purposes, and such real estate and other property as it may acquire, by way of foreclosure or otherwise, in payment of debts due such corporation; but no foreign corporation belonging to any of the classes excepted in section 62 of this act shall engage in or continue, in this state, the business authorized by its charter or the laws of the state under which it was organized, unless empowered so to do by some general or special law of this state, except for the purpose of carrying out and renewing existing contracts heretofore made.

§ 82. Charter or certificate of incorporation to be filed. Every foreign corporation, except insurance and surety companies and building and loan associations and investment companies within the provisions of section forty-one of this act, shall, before transacting business in this state, file in the office of the secretary of the state a certified copy of its charter or certificate of incorporation, together with a statement, signed and sworn to by its president, treasurer, and a majority of its directors, showing the amount of its authorized capital stock and the amount thereof which has been paid in, and, if any part of such payment has been made otherwise than in cash, such statement shall set forth the particulars thereof.

§ 83. Secretary of state to be resident attorney. Every foreign corporation with an office or place of business

in this state, except insurance companies, surety companies, and building and loan associations, shall, before doing business in this state, appoint in writing the secretary of the state and his successors in office to be its attorney, upon whom all process in any action or proceeding against it may be served; and in such writing such corporation shall agree that any process against it which is served on such secretary shall be of the same legal force and validity as if served on the corporation, and that such appointment shall continue in force as long as any liability remains outstanding against the corporation in this state. Such written appointment shall be acknowledged before some officer authorized to take acknowledgments of deeds and shall be filed in the office of said secretary, and copies certified by him shall be sufficient evidence of such appointment and agreement. Service upon said attorney shall be sufficient service upon the principal, and may be made by leaving a duly attested copy of the process with the secretary of the state or at his office.

§ 84. Duty of secretary when served with process; fee; record. When legal process against any corporation mentioned in section 83 of this act is served upon the secretary of the state, he shall immediately notify the corporation hereof by mail, and shall, within two days after such service, forward in the same manner a copy of the process served upon him to such corporation, or to any person designated by such corporation in writing. The plaintiff in the process so served shall pay said secretary at the time of such service a fee of twenty-five cents for each page of process, said fee in no case to be less than two dollars, which shall be recovered by him as part of his taxable costs if he shall prevail in the suit. Said secretary shall keep a record of all process served upon him, which shall show the day and hour when such service was made.

§ 85. Failure to file certificates and appoint attorney; penalty. Every officer of a foreign corporation transacting business in this state which fails to comply with the requirements of sections 82 and 83 of this act, and every person who transacts business in this state as the agent of such delinquent corporation, shall be fined not more than one thousand dollars; but such failure shall not affect the validity of any contract by or with such corporation. The secretary

of the state shall report such failure to the attorney-general, who shall thereupon institute proceedings against such corporation to restrain its further prosecution of business in this state.

§ 86. Certificate of increase or reduction of capital to be filed. Every foreign corporation doing business in this state shall, within thirty days after an increase or reduction of its capital stock, file in the office of the secretary of the state a certificate thereof, substantially like that required of domestic corporations organized under the corporation act of 1901 under like conditions.

§ 87. Annual reports. The president and treasurer of every foreign corporation doing business in this state, which is not required by law to make other annual returns in this state, shall, annually, on or before the fifteenth day of February or August, make, sign, and swear to and file in the office of the secretary of the state a certificate similar to the certificate required by section 37 of this act, except that such certificate need not give the name of the agent or person in charge of its principal office upon whom process against the corporation may be served. The secretary shall thereupon record such certificate in a book kept by him for that purpose and shall furnish a certified copy of such certificate to the persons filing the same, who shall forthwith cause such certified copy to be recorded in the office of the town clerk of the town in this state in which such corporation has its principal office or place of business, and said town clerk shall record the same in a book kept by him for that purpose. On the fifteenth day of March and September the town clerks of the several towns shall report to the secretary of the state the names of all corporations whose annual reports have been filed for record during the preceding six months, in accordance with the provisions of this section, and the secretary shall report to the attorney-general every six months the names of all corporations which have failed to comply with the provisions of this section, and the attorney-general shall collect all forfeitures due under this section. Every corporation whose officers shall fail to comply with the requirements of this section shall forfeit to the state one hundred dollars for each failure.

§ 88. What penalties apply to foreign corporations.

All penalties and liabilities which are imposed by the laws of this state upon officers, directors, and stockholders of domestic corporations for false and fraudulent statements and returns, shall apply to the officers, directors, and stockholders of foreign corporations doing business in this state.

PART V.**CORPORATIONS WITHOUT CAPITAL STOCK.**

§ 89. Organization. Any three or more persons may associate to form a corporation without capital stock, to promote or carry out any lawful purpose, other than that of a mercantile or manufacturing business, by signing and acknowledging before any officer authorized to take acknowledgments of deeds and filing in the office of the secretary of the state a certificate stating: (1) That they do so associate: (2) the purpose or object of the corporation: (3) The town in this state in which the corporation is to be located. The person so associating may also include in said certificate any other lawful provisions for the regulation of the affairs of the corporation and the definition of its powers and the powers of its officers, directors, and incorporators. Such certificate shall be examined by the secretary of the state, and, if he shall find that it conforms to law and that the fee required by section 4814 of the general statutes to be paid at the filing of such certificate has been paid, he shall indorse thereon the word "Approved," with his name and official title, and shall thereupon cause the same to be recorded in his office. He shall then prepare a certified copy of such certificate and of his approval and deliver the same to one of the persons so associated, who shall forthwith cause such copy to be recorded in the office of the town clerk in the town where such corporation is to be located. When such certificate has been duly approved and recorded, the persons so associated, with such others as may be associated with them or become their successors in such manner as the by-laws of the corporation provide, shall be and become a body politic and corporate and shall have all the powers conferred upon corporations by section 3 of this act, and may receive property by devise or bequest and hold the same, so far as such property may be necessary or proper to

enable such corporations to carry out its purposes. A copy of the certificate filed in the office of the secretary of state and of his approval, duly certified under his hand and the seal of the state, shall be *prima facie* evidence of the facts therein set forth and of the legal existence of such corporation and of its authority to exercise its corporate powers. Such corporation may at any time amend its original certificate of incorporation by a three-fourths vote of its incorporators, their associates, and successors, at a meeting of the corporation duly called to consider such amendment, and by causing a certificate, duly attested by its president and secretary and setting forth the fact that such vote has been passed and stating the subject-matter of such amendment, to be filed, approved, and recorded in the same manner as the original certificate of incorporation.

§ 90. By-laws; assessments; fines. Any corporation without capital stock may make by-laws imposing fines and penalties, and may lay assessments or dues to further the objects of the corporation, either by by-laws adopted for that purpose or by vote of the members of such corporation at meetings warned and held for that purpose. No such by-law shall be adopted and no such assessment or due shall be laid except by a two-thirds vote of all the members of the corporation. No such fine, assessment, or due shall exceed the sum of twenty-five dollars. Such corporation may sue for and collect such fines and assessments and dues.

§ 91. Sections 3311 to 3398, inclusive, and 3928 to 3938, inclusive, of the general statutes, and chapter 69 of the public acts of 1903 are hereby repealed.

Approved, June 22, 1903.

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